

NEW 1929
GRAHAM-PAIGE
SEDAN and TOURING MODELS
Touring from \$2,300—Sedan from \$2,550.

Sole Distributors for Hong Kong &
South China:

KOTEGATE & CO.
Pedder Building, 3rd floor.
Telephones C. 93 and C. 741.

China Mail

ESTABLISHED
1845

"Your Eyes Are Safe With Us."
LAZARUS
Hong Kong's Only European Optician.
Careful, accurate work, first
quality lenses, reasonable
charges.

Manager:
RALPH A. COOPER, Registered
Optometrist (Canada)
F.A.O. (London).

No. 27,086 HONG KONG, THURSDAY, JANUARY 24, 1929. PRICE \$3.00 Per Month.

GRAVE ALLEGATION AT INQUIRY

BY LIGHT KEEPER

NEWS OF "HSINWAH" DISASTER HARD TO GET THROUGH TO-DAY'S PROCEEDINGS

Evidence that about 20 minutes were wasted in getting his message concerning the "Hsinwah" disaster through to Hong Kong, on account of the inability of the operator at the Radio Telegraph Office, in the Post Office building, to receive his communication either by telegraphic signalling or telephone, was given by Mr. W. F. Hast, light-house keeper at Waglan, at the Central Magistracy this morning when Mr. R. E. Lindsell and a Coroner's jury composed of Capt. A. W. Davison and Messrs. J. W. C. Bonnar and Wong Kwong-tin on the body of a victim of the disaster which was brought to Hong Kong by the "Henry Keswick".

The Hon. Comdr. G. F. Hole, R.N., (retired), Harbour Master, was on the bench with the Coroner and jury.

In the witness box, Mr. Hast said that at about 3.15 a.m., on January 16, he was on duty at Waglan with his assistant. He noticed a steamer to the east of Waglan coming in from the eastward. Her port and masthead lights only were showing.

The witness expected to see the vessel more in the centre of the channel, and the lights which he saw indicated that the steamer would pass clear of Waglan, but very close to the northern end of the island.

Three Miles South

When witness first saw the steamer, she was about three miles south out of the ordinary course. By her lights the witness did not think that the ship was in danger, and concluded that she would pass clear of Waglan, but very close.

Witness and his assistant were preparing to signal to the ship to ascertain her name, when suddenly her starboard light came into view as well as the port and masthead lights. This seemed to indicate that the ship had altered her course to pass near D'Aguiar and make for the western entrance of the harbour.

A few minutes after this she struck. She was then practically bows on to the island.

Tried to Signal

The ship grounded at about 3.40 a.m. Witness knew that she had grounded by the way she was swinging, and she also gave distress signals on her whistle, and also fired sound rockets and flares.

The witness and his assistant tried to signal to the ship by Morse lamp but got no answer from her.

Answering the Coroner, the witness said that he estimated the point the ship grounded as "Table Rock" but it did not appear on the chart as such. This rock, which was more or less submerged, was at the north point of Waglan and practically abutted the north point of the island. Beyond the rock was deep water.

Radio Office Cabled

It was a very dark night but clear and all the lights were showing round. He could see the Lantau, Cape D'Aguiar and Junk Lights. Witness' own light was quite good, as usual. Witness could see the ship clearly as his light cut right over the rock which she struck.

After he had seen the ship strike, witness called up the operator at the Radio Telegraph Office, Post Office Building, by telegraph to send a message through to the Harbour Master and the authorities concerned. This was at 3.42 a.m. The witness started to tap a Morse message but received many requests to repeat. Seeing that time was being wasted in this way, he asked the operator to put him in touch with the Supervisor of Telephones with telephone with a view to getting the latter to transmit his message to the Sub-Inspector of Light-houses on Green Island to be re-transmitted to the Harbour Office.

Misunderstood

The Radio Office operator misunderstood the witness and got the Supervisor of Telephones to connect him (the operator) with witness by telephone. Witness started telling his message to the operator over the telephone, but she, latter again requested "repeat" of words and asked witness to spell them for him.

Seeing that he was being held up again, witness used "rather an

MRS. WM. DANBY

OLD RESIDENT'S ESTATE IN HONG KONG

COURT GRANTS PROBATE

Probate to the will (made in May, 1917) and a codicil (made in Jan., 1928) of Mrs. Lucy Caroline Danby, widow, late of Tettenhall, Staffordshire, who died in a Wolverhampton nursing home on March 8, 1928, at the age of 79, has been granted by the Supreme Court to her step-son, Mr. J. D. Danby, of Messrs. Butterfield and Swire.

The value has been sworn under \$105,600.

The deceased lady was a very old Hong Kong resident. Her husband, who predeceased her, was Mr. William Danby, an architect, another resident in the Colony of long standing.

Mrs. Danby appointed Mr. J. D. Danby and Mr. H. W. Looker, M.C., the executors.

Net estate at home has been valued at \$5,397 13s. 1d.

Big Chinese Estate

Mr. Chan Sham, merchant, late of No. 10, Wyndham-street, Hong Kong, left estate in the Colony valued at just under \$402,000. He died at the Yeung Wo nursing home, Happy Valley, on Dec. 21, 1927.

Letters of administration have been granted to his widow, Mrs. Chan Ng Shi, who lives at No. 10, Wyndham-street.

phatic language" and asked for the Supervisor of Telephones. Finally he got the Supervisor and without difficulty was connected with the Sub-Inspector of Light-houses on Green Island.

Took 20 Minutes

Witness then got his message through to Mr. Taylor. This was just about 4 a.m. It actually took witness 20 minutes to get the message through. In these 20 minutes the ship was practically in the same place where she grounded and was still sending up distress signals. She appeared to be still aground and swinging.

Soon after she had grounded, and before witness tried to get his message through, the ship turned right round once as if she was pivoted on a rock and then came back again and struck with her stern.

Moved Clear

After witness had got his message through, he brought out blue lights and burned them. Shortly after he had burned the blue lights, the ship either steamed or drifted clear and very slowly floated out to a position about a quarter of a mile north-west of Waglan, with her bows in the direction of Sankong Island.

At 4.17 a.m. the telephone rang and the Sub-Inspector of Light-houses told witness that the message had been sent through to the Harbour Office and the other authorities concerned and that assistance was being sent out immediately.

In the shape of the Taitok tug. Witness then told Mr. Taylor that the ship had moved out and appeared to be sinking.

Afterwards witness gave instructions for ropes, lights and life-buoys to be taken to the landing and other parts of the island in case boats or swimmers came that way.

At this time the ship was sinking but still well afloat.

Other Evidence

The first witness called at the inquiry was Mr. C. H. Thomson, a boarding officer of the Harbour Office who deposed to going out on the "Henry Keswick" at 2 a.m. on the day of the disaster, and after cruising about he picked up the body of a Chinese (the subject of the inquiry) which was on a raft made of metal drums lashed with bamboo. One of the man's legs was jammed in the bamboo under the raft and the body was held fast on the raft. Later he found an empty lifeboat. All these were brought in to Hong Kong and the body was handed over to Sergeant Wright of the Water Police whom the witness saw in a police launch near Green Island.

Sergeant Wright gave evidence of taking the body to the Kowloon mortuary.

Not Recognised

PASSENGERS FROM HONG KONG

SIX DAYS A WEEK

FIVE SEARCHES WHEN ARRIVING AT KONGMOON

MAYOR'S NO-SQUEEZE PLAN

[From Our Own Correspondent.]

Paklat, Kongmoon, Tuesday.

Nearly all the hundreds of passengers who arrive here by steamboat six mornings a week and en-train for up-country have had to put up with irritating restrictions because of a multiplicity and overlapping of search systems. Mr. Im Pok-kau, the new Mayor of Kongmoon, has devoted close attention towards obviating friction as much as possible. The various bodies who conduct searches may be classed as follows:

Chinese Maritime Customs,

Customs Surtax Bureau (commonly known as the 2½ per cent. office),

Police (Peace Preservation Bureau),

Smuggling Preventive Corps,

Anti-Nippon Boycott Society's pickets,

and any other improved body that may happen to be functioning at the time.

All the searching is carried out in the short distance of about 300 yards between the steamboat wharves and the terminus station of the Sunning Railway.

The new Mayor's scheme, the raison d'être of which is to stop "squeeze" being exacted from travellers, is to organise an official corps of searchers, to act after the Customs staff, be representative of all the clashing interests and to include men from all the bodies enumerated; so that, in other words, there will be only the Customs and the proposed corps to cope with.

WEST INDIES

A LANDMARK IN ITS HISTORY

IMPORTANT CONFERENCE

London, Yesterday.

A British Wireless message says that the Secretary of State for the Colonies (Mr. L. M. S. Amery), has sent the following telegram to the Governor of Barbados on the occasion of the opening of the first West Indies Conference:

"I desire to tender my best wishes for the complete success of the conference and to express my confidence that it will prove fruitful in measures for promoting the well-being of the West Indian Colonies, British Guiana, British Honduras and Bermuda and for effecting a close and cordial co-operation between them in all matters of common concern. The occasion is one of great significance both imperial and local and I believe that it will constitute an important landmark in the history of the West Indies and will inaugurate a new era in the handling of their affairs."

BOXER FUND

STILL ACCUMULATING IN A SHANGHAI BANK

NO LEGISLATIVE ACTION

London, Yesterday.

A White Paper on the China Indemnity Fund account for the year ended March 31, 1928, shows a balance of £2,363,000.

The Comptroller-General, in his report, remarks that no legislative action has yet been taken in connection with the proposals of the Advisory Committee and meantime the fund continues to accumulate in the bank at Shanghai.—Reuter.

WORLD CRUISE

"PRES. GARFIELD" PROCEEDING ON HER VOYAGE

New York, Yesterday.

The s.s. "President Garfield" has been re-fitted, and is resuming her world cruise.—Reuter's American Service.

[On Jan. 21 she went fast on a Matanzas Reef, off the Bahamas, while proceeding to Havana.]

A resolution requesting Sheffield Council to take steps to establish an aerodrome was passed at a meeting of Sheffield and Rotherham Business men.

TO-DAY'S DOUBLE

THE "SALT LAKE CITY" LAUNCHED

THE K-C RAILWAY

MINISTRY TO TAKE CONTROL?

REQUEST FROM NANKING

Nanking, Yesterday.

The Central Political Council has instructed the Canton Branch of the Political Council to hand over the administration of the Canton-Kowloon, Canton-Hankow and Canton-Samshui Railways to the Railway Ministry.—Reuter.

REAL ESTATE

GREATEST DEAL IN NEW YORK

NEW OPERA HOUSE, ETC.

New York, Yesterday.

The greatest real estate deal in the history of New York has just been concluded. It involves over \$50,000,000 and the raising of nearly 11 acres of buildings in the heart of Manhattan for the erection of a new Opera House and three blocks extending from Forty-Eight to Fifty-First-street. These will be leased at an annual rental of \$800,000 for 37 years from Columbia University by J. D. Rockefeller, Junior.

Over 200 houses will be razed and if the agreement is reached the opera house will be built on the site.—Reuter's American Service.

WEATHER REPORT

N. E. winds, fresh, generally overcast is the forecast until noon to-morrow.

The anticyclone central over S. E. Mongolia has weakened slightly. The typhoon is about 200 miles W. of Japan moving W. or W.N.W. Strong to fresh monsoon may be expected along the S. E. coast of China and over the N. China Sea. Cyclonic gales to the north of Borneo.

Moving This Way

The following telegram was received from the Manila Observatory at 10.10 a.m. to-day:

Manila 9.30 p.m. 23rd: Typhoon in about 123 deg. Long. E. and 10 deg. Lat. N. moving W.N.W.

[The location of this typhoon is between Cebu and Iloilo, P.I., and it is moving in the direction of the Indo-China coast, south of Hong Kong.]

CHANNEL TUNNEL

IMPORTANT STATEMENT BY FRENCH AMBASSADOR

FRENCH GOVT'S ATTITUDE

London, Yesterday.

Speaking at a dinner in the House of Commons held to discuss the Channel Tunnel Scheme, the French Ambassador, M. de Fleurbaey, stated that he had been authorized to say that the French Government would be ready when the British Government were ready to take the matter in hand and make the necessary agreement or arrangement.—Reuter.

U.S. CRUISER

THE "SALT LAKE CITY" LAUNCHED

Camden, N.J., Yesterday.

The new 10,000 cruiser, "Salt Lake City," has been launched in the presence of the Secretary of the Navy, Mr. Wilbur.—Reuter's American Service.

The death is announced in Japan of Mr. Henry S. Breen. According to the "Japan Chronicle," Mr. Breen came to Kobe from Nagasaki some 30 years ago and joined the firm of J. Lyons & Co. as a clerk. Subsequently he entered the firm of Hahn Bros. and later joined the firm of Nishikawa & Co. Mr. Breen had only been in Japan last October. He leaves a widow, four sons (one of whom is in America) and a daughter, for whom great sympathy will be felt.

TO-DAY'S DOUBLE

TO-DAY'S DOUBLE

TO-DAY'S DOUBLE

BRITISH PLANES FOR CHINA

14 AVRO-AVIANS

THE FIRST COMPLETED TO FLY TO FAR EAST

WITH SLOTTED WINGS

London, Yesterday.

An order for 14 Avro Avian two seater light planes has been received from China.

The first of these machines to be completed will be fitted with slotted wings and flown to China for delivery.

This will be the first time a flight from Britain to China has been made by land plane.—Reuter.

NATIONAL THRIFT

LARGE SALES OF SAVING CERTIFICATES

BIG CASH INVESTMENT

London, Yesterday.

The steady increase in national thrift is shown by the figures just issued by the National Savings Committee. Large sales of national savings certificates were a feature of 1928 notwithstanding the adverse conditions in trade in many regions. Over 52,000,000 certificates were sold during the year, which was an increase of 16 per cent. upon the sales for 1927, and higher than the sales for any year since 1923 when a change in the terms of issue brought about abnormally large purchases.

At the end of 1928 the grand total of certificates sold since their introduction in 1916 was over 890,000,000, representing a cash investment of nearly £700,000,000. When withdrawals have been allowed for it is estimated that, including accrued interest, the amount due to investors in certificates at the end of 1928 was approximately £435,000,000.—British Wireless Service.

HOOVER'S STAFF

CENSORSHIP OF PRESS DESPATCHES

"GOODWILL" TOUR

Washington, Yesterday.

The Senate to-day became excited at disclosures made by the Democrat, Senator Harrison of Mississippi, who alleged that the Press despatches, written about the battleship "Maryland" by Hoover's staff, were censored during the President-elect's recent "goodwill" tour of South America.

Senator Harrison read a trade paper article showing that five copies of each despatch were required from the correspondents, of which the Government authorities took four. He alleged that an "atmosphere of intimidation" ruled aboard, which affected the correspondents more than the tampering with the despatches, of which two cases were cited.—Reuter's American Service.

NOT GUILTY

ACCIDENTAL KILLING OF A COOLIE

Shanghai, Yesterday.

Before Assistant Judge G. W. King and a jury in the Supreme Court to-day the jury after an absence of five minutes returned a verdict of not guilty in the case of Frederick Chaplin, a Municipal policeman, who was charged with manslaughter in connection with the death of a Chinese Coolie in Ward-road canteen on December 1 last. The coolie was shot dead when Chaplin's automatic went off accidentally.—Reuter.

ELECTION BATTLE

44 DEAD ON ONE SIDE IN MEXICO

Mexico City, Yesterday.

In the course of affairs during the election for the state governorship, one side alone had 44 killed and 100 wounded.—Reuter.

TRAIN DERAILED

Paklat.—The train of the Sunning Railway which was derailed at Paklat, the station west of Paklat, 1445 Friday night, and serious damage done. Only a few passengers were injured. Our correspondent is enquiring for details.

TO-DAY'S DOUBLE

TO-DAY'S DOUBLE

TO-DAY'S DOUBLE

TO-DAY'S DOUBLE

KING'S HEALTH

THE FORTHCOMING TRIP TO BOGNOR

CAR OR TRAIN?

London, Yesterday.

A British Wireless message states:

It was officially stated at Buckingham Palace to-day that the King's progress is being maintained, and it is expected that any further bulletin will be issued before to-morrow night.

The King is regaining strength but so slow is this process that at least two weeks must elapse before he will be strong enough to be moved to Craigwell House, near Bognor, where he will go to recuperate.

The only feature which does not give cause for satisfaction at present is that his weight does not increase. It is hoped that change of air will have a beneficial effect. The Queen will accompany the King to Bognor.

It is now thought likely that His Majesty will make the journey by train.

Transport Problem

The problem is whether the shorter journey by train, which would necessitate removal from car to train in London and from train to another car at Bognor would have greater advantages than an uninterrupted journey by road, which would take much longer. The advantage of the train would be that it could be so comfortably fitted that little motion would be felt.

No Bulletin

No bulletin regarding the King's health was issued this evening.

BARBERS IN COURT

TWO IN DOCK; OTHERS IN THE WITNESS BOX

HAKKAS FROM KOWLOON

Hakka barbers from Kowloon were the central figures in the Chief Justice's Court when the January Criminal Sessions resumed this morning.

Two were in the dock on a capital charge. They are Lok Choy and Lau Hon. The charge against them is one of murder. Deceased was Lau Mei, of No. 659, Canton-road, whose death is put down as on Oct. 20 or 21.

Another was the first witness called to-day—the ninth for the Crown. He was Cheung Chiu, of the Hung Fat barber shop, also in Canton-road. He went to look for deceased, in the latter's shop, on Oct. 19, he said. Deceased and the two prisoners were quarrelling about some accounts. Witness checked the figures and found the amount of \$40.08 to be correct. Deceased told him, witness, that he wanted to go to the police station with prisoners.

"Don't You Know?"

On Oct. 30, witness continued, first prisoner came to his shop. One of witness's employees (who gave evidence yesterday) asked the first prisoner where deceased was. Prisoner replied: "About two days ago he went to Kowloon City and he was there killed by a motor-car. It is so reported in the papers. Don't you know it?"

Witness also alleged that the newspaper described the clothing deceased wore and that first prisoner recounted a description which he said he had read.

The jury comprise Messrs.—C. G. Anderson (foreman), J. E. Barrow, E. Sahmet, Lo Chan-king, C. Barnshaw, J. S. Landolt and J. Gillespie.

Mr. Somerset Fitzroy (Assistant Attorney-General) is prosecuting.

Mr. Hin-shing Lo (instructed by Mr. J. T. d'Almeida Remedios) is defending.

Det. Inspector C. P. Fallon is in charge of the case.

DR. LELY

DUTCH MINISTER DEAD

The Hague, Yesterday.

The death is announced of Dr. Lely, at one time Minister of Public Works. Dr. Lely was responsible for the Dutch Government's adoption of the plan for the reclamation of a great part of the Zuider Zee.—Reuter.

TO-DAY'S DOUBLE

TO-DAY'S DOUBLE

TO-DAY'S DOUBLE

FRESH TURN IN MURDER CASE

DOCTOR'S VIEW

SLIGHT BLOW COULD HAVE BEEN FATAL

MEDICAL EVIDENCE

An important point was brought out at the resumed trial of L. Pedersen, charged with murder, aboard the "Royal Arrow" at the Kowloon Magistracy this morning. Dr. Dovey of the Kowloon Mortuary, giving evidence as to the post-mortem examination of Zetterberg the dead messman of the "Royal Arrow", stated that the man's physical condition was such that alcohol alone would have been sufficient to kill him. Although Zetterberg had unquestionably been struck several heavy blows, a slight blow from the fist would probably have been fatal.

Dr. Dovey had previously stated that the body bore no external marks of violence. The post-mortem, however, revealed five bruises, two on the forehead (compatible with a blow from a fist, or a fall) two on the head, and one extensive bruise, with haemorrhage, behind the left ear. It appeared as if this latter bruise had been made by the round end of some blunt instrument.

Signs of Disease

Cross-examined by Mr. Marton, for the defence, Dr. Dovey expressed the opinion that it was quite possible to deal a blow such as the bruise indicated, and break the bottle, without leaving any cuts or abrasions.

Witness then briefly described the physical condition of the body, stating that the heart-valves were deficient, and showed signs of past disease.

There was, however, a definite small fracture of the skull, which indicated that Zetterberg had been struck a heavy blow.

Dr. B. C. Wong, first to take the witness stand, briefly deposed as to arriving aboard the "Royal Arrow" at 10.45 p.m., on Jan. 18. He found a man lying in a bunk, who, on examination, proved to be dead. Witness thought the man had been dead about two hours. There were no external marks of violence, but some bleeding from the left ear down to the chest.

"Drunkness Test

Dr. Newton, M.D. in charge of Kowloon Hospital, stated that 2.30 a.m. on Jan. 19, Pedersen was brought to him for examination as to whether he was under the influence of alcohol. The doctor found Pedersen's speech rather indistinct, his pulse rapid, and his breath smelling strongly of alcohol. Otherwise he appeared to be normal, and performed the usual simple tests satisfactorily.

In cross-examination, Dr. Newton stated that the defendant might very probably have been very drunk five hours before. Defendant's eye was swollen and about half-shut.

The case is proceeding.

Yesterday's Proceedings

Mr. Hamilton was engaged the whole of yesterday taking evidence.

The only witness heard in the morning was an older named John Algot Bernson, in whose cabin the unfortunate affair occurred. He deposed that both Pedersen and Zetterberg came in for a drink at the witness' invitation and stayed some hours there. First, there was a quarrel between Pedersen and Zetterberg over boxing and, later, another quarrel arose over the loss of some money by Zetterberg.

Mr. O. E. C. Marton, for the defence, suggested that as a matter of fact Pedersen was in a bunk, and it was the witness who was throwing a bottle about. This the witness denied.

Black Eye

Asked about Pedersen's black eye, the witness admitted that he caused it by trying to separate Pedersen and Zetterberg.

On resuming after lunch, Mr. Marton informed to his Worship that, contrary to a remark made in the morning, he would be calling the prisoner, instead of reserving his defence. When his Worship had heard the accused's story, it might be necessary to detain Bernson.

His Worship pointed out that there had been nothing in the cross-examination to justify such steps being taken.

TO-DAY'S DOUBLE

TO-DAY'S DOUBLE

TO-DAY'S DOUBLE

TO-DAY'S DOUBLE

DODWELL & COMPANY, LTD.

FOR NEW YORK AND BOSTON via SUEZ.
 S.S. "WYAT CASTLE" Sails on or about 1st February.
 M.V. "MUNCASTER CASTLE" Sails on or about 12th February.

LLOYD TRIESTINO

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE
 FOR BRINDISI, VENICE AND TRIESTE (Fiume).
 TAKING CARGO ON THROUGH BILLS OF LADING TO
 GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK
 SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES.

BRINDISI, VENICE & TRIESTE £72.10.0
 LONDON £80.0.0.

NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE & MOJI.
 From Hong Kong.
 S.S. "TIMAVO" Sails on or about 26th January.
 M.V. "REMO" Sails on or about 31st January.
 S.S. "PIAVE" Sails on or about 19th February.
 M.V. "VIMINALE" Sails on or about 28th February.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE.

From Hong Kong.
 S.S. "VENEZIA" Sails on or about 12th February.
 S.S. "TIMAVO" Sails on or about 26th February.
 M.V. "REMO" Sails on or about 5th March.
 S.S. "PIAVE" Sails on or about 23rd March.

NATAL LINE OF STEAMERS

**FROM CALCUTTA & COLOMBO TO
 SOUTH AFRICAN PORTS.**

S.S. "UMZUMBI" Sails from Calcutta early February.
 S.S. "UNVOLOSI" Sails from Calcutta 5th March.
 Regular Passenger and Cargo Service to South African Ports.
 Through Bills of Lading issued from Hong Kong.

For Freight or Passage on any of the above Lines apply to:—
DODWELL & CO., LTD., Agents.
 Telephone Central 1030.

N.Y.K. LINE

THROUGH BOOKING TO EUROPE AT REDUCED RATES.
 £120, £112, £110, £102, £88, via San Francisco.
 £84.40, £84.20, via Japan and Seattle.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.
 SHINTO MARU Wednesday, 20th February.
 SIBERIA MARU Wednesday, 6th March.
 LONDON, MARSEILLES, ANTWERP, ROTTERDAM via
 Singapore, Penang, Colombo, Suez.
 KASHIMA MARU Saturday, 26th January.
 HAKONE MARU (Calls Hull) Saturday, 9th February.
 SUWA MARU Saturday, 23rd February.
 SYDNEY & MELBOURNE via Manila & Ports.
 KAGA MARU Wednesday, 20th February.
 TANGO MARU Wednesday, 20th March.
 BOMBAY via Singapore, Penang, & Colombo.
 HAKODATE MARU Monday, 28th January.
 KOYEI MARU Thursday, 31st January.
 SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles,
 Mexico & Panama.
 ANJO MARU Friday, 1st February.
 SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.
 BINGO MARU Monday, 28th January.
 NEW YORK via PANAMA.
 TATSUNO MARU Sunday, 27th January.
 ATAGO MARU Saturday, 2nd February.
 LIVERPOOL via Port Said, Geneva, Marseilles.
 DURBAN MARU Friday, 25th January.
 CALCUTTA via Singapore, Penang & Rangoon.
 BENGAL MARU Wednesday, 30th January.
 MALACCA MARU Saturday, 9th February.
 SHANGHAI, KOBE & YOKOHAMA.
 TOTTORI MARU Monday, 28th January.
 CEYLON MARU (Calls Keelung)
 (omit Shal) Tuesday, 20th January.
 MURORAN MARU Thursday, 31st January.
 HAKOZAKI MARU Monday, 4th February.
 (Cargo only).

Reduced 1st Class Excursion Rates quoted between Manila and Australia.
 For further information apply to—NIPPON YUSEN KAISHA.
 Tel. Central No. 292 (Private exchange to all departments.)

O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore
 Colombo, Suez and Port Said.
 ATLAS MARU Friday, 8th February.
 RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore,
 Colombo, Durban & Cape Town.
 MONTEVIDEO MARU Friday, 8th February, 1929.
 BOMBAY—Via Singapore & Colombo.
 HONOLULU MARU Sunday, 3rd February.
 SUMATRA MARU Tuesday, 19th February.
 DUBAI, LOURENCO MARQUES, BEIRA, DAR-ES-SALAAM, ZANZIBAR
 & MOMBASA—Via Singapore & Colombo.
 CHICAGO MARU Tuesday, 5th February.
 CALCUTTA—Via Singapore, Penang & Rangoon.
 SEATTLE MARU Friday, 1st February.
 KASADO MARU (Calls at Belawan, Deli)
 VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Japan Ports From
 Shanghai.
 ALABAMA MARU Sunday, 3rd February.
 MELBOURNE—Via Manila, Brisbane & Sydney.
 HIMALAYA MARU Wednesday, 6th February.
 BANGKOK—Via Saigon.
 KOHSE MARU Sunday, 3rd February.
 HAIPHONG—Via Hekow & Pakhol.
 MENADO MARU Thursday, 31st January 10 a.m.
 NEW YORK—Via Japan ports, San Francisco & Panama.
 JAPAN PORTS.
 AMAZON MARU Thursday, 24th January.
 SOUBABAYA MARU Friday, 25th January.
 GANGES MARU Saturday, 26th January.
 KEELUNG—Via SWATOW & AMOY.
 HOZAN MARU Sunday, 27th January Noon.
 CANTON MARU Sunday, 27th February Noon.
 TAKAO—Via SWATOW & AMOY.
 DELI MARU Thursday, 24th January 9 a.m.
 TAKAO & KEELUNG.
 SOUBABAYA MARU Friday, 25th January 1929.
 For further particulars please apply to—OSAKA SHOSEN KAISHA.
 Tel. Central No. 4036, 4038, 4040, 4042, 4044, 4046, 4048, 4050, 4052, 4054, 4056, 4058, 4060, 4062, 4064, 4066, 4068, 4070, 4072, 4074, 4076, 4078, 4080, 4082, 4084, 4086, 4088, 4090, 4092, 4094, 4096, 4098, 4100, 4102, 4104, 4106, 4108, 4110, 4112, 4114, 4116, 4118, 4120, 4122, 4124, 4126, 4128, 4130, 4132, 4134, 4136, 4138, 4140, 4142, 4144, 4146, 4148, 4150, 4152, 4154, 4156, 4158, 4160, 4162, 4164, 4166, 4168, 4170, 4172, 4174, 4176, 4178, 4180, 4182, 4184, 4186, 4188, 4190, 4192, 4194, 4196, 4198, 4200.

**SHIPPING SECTION.****CARDIFF DOCKS****GREAT WESTERN RAILWAY SCHEME****CHAMBER SUPPORT**

Cardiff.—By a majority of fourteen votes to five the Cardiff Chamber of Commerce, at a special meeting at Cardiff, decided to support the Great Western Railway Co. in the proposal, to withdraw certain coal shipping appliances in the Butte East Dock, Cardiff, for service in the interests of economy.

Mr. T. B. Humphries, president of the Chamber, presided, and welcomed the Lord Mayor (Alderman W. R. Williams), and said that they as a Chamber of Commerce represented the port of Cardiff, and in the presence of the Lord Mayor of Cardiff he wished to make that quite clear while they were citizens,

ed to lay off a number of shipping appliances from December 3rd, there was no intention to close the dock from January 1st, and there was no truth in the rumour that walls were insecure and likely to fall in.

The company would be ready to open out the tips withdrawn in a couple of days if necessary, and there would be nobody more pleased than the company when that time came.

In reply to a question by Mr. S. R. Ham, Mr. Carpenter stated that he was quite sure the dock managers would do everything possible to avoid any congestion at the different docks and he ventured the opinion that they would get on very well and without difficulty, provided there was co-operation. The railway company would do everything in their power to work with the Chamber and see that ships were not delayed.

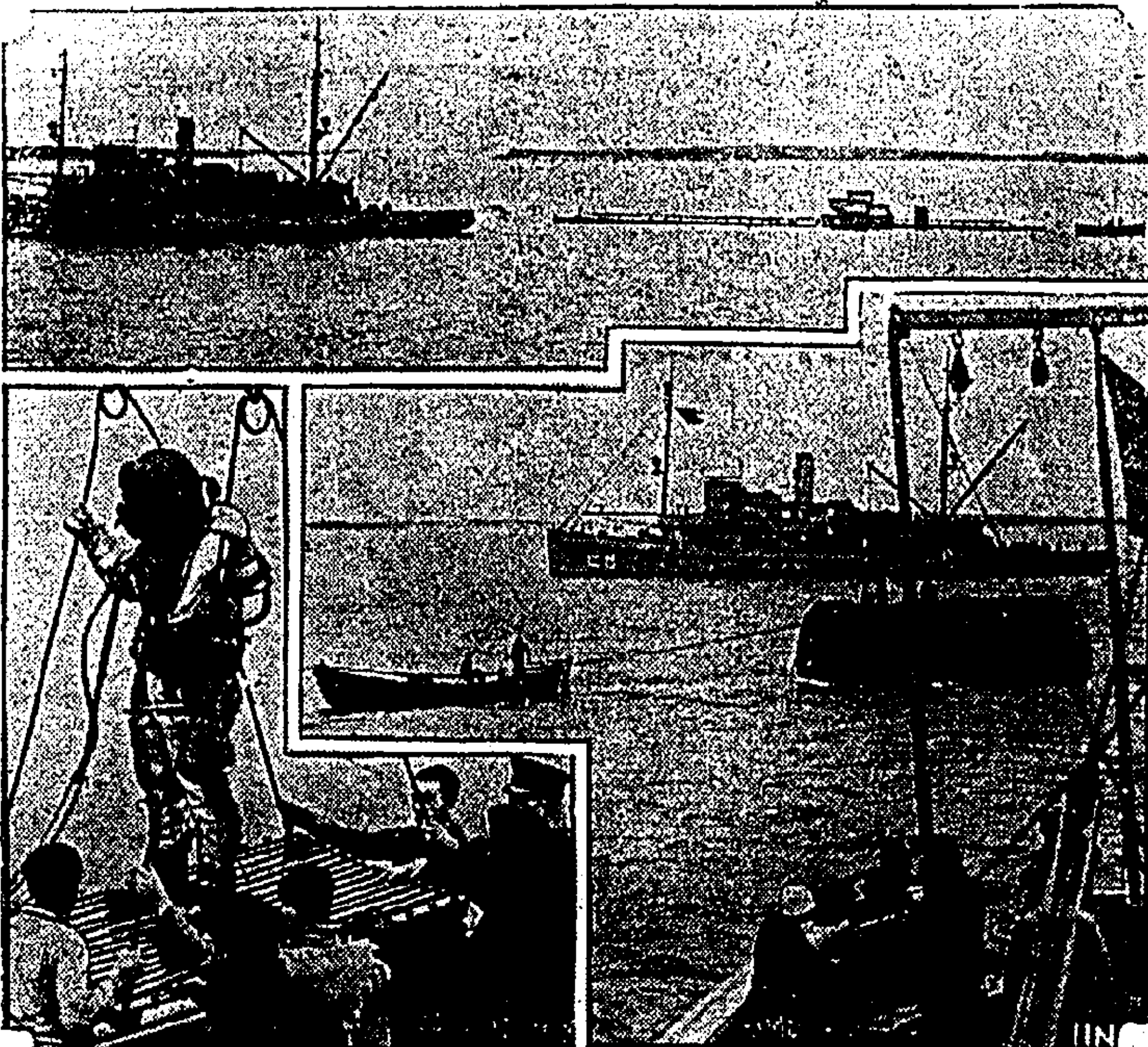
THE S.S. "SUI TAI"**VESSEL RECONDITIONED FOR SERVICE****THE TRIAL RUN**

The s.s. "Sui Tai," which was gutted by fire some time ago while at her wharf at Wing Lok Street, has been re-conditioned at the Kowloon Docks. After her trials which will be run to-morrow, the vessel will resume service to Macao.

Mr. R. Stewart, formerly mate of the s.s. "Taishan" will go as master of the s.s. "Sui Tai," with Mr. J. Keene, formerly 2nd officer of the "Kinshan," as Chief Officer. Mr. T. V. Harmon will resume his post as chief engineer of the "Sui Tai."

Mr. Lake formerly 2nd officer of the s.s. "Lungshan" will go as chief officer to the s.s. "Taishan," and Mr. Spence, formerly of the s.s. "Charles Hardouin" will go as 2nd officer of the "Lungshan." Mr. De La Sala will remain mate of the s.s. "Kinshan" with Mr. McCall, formerly of the s.s. "Kong Ning," second officer.

Mr. G. Best will be mate of the s.s. "Charles Hardouin."

The S-4 Sinks Again—For Safety

The U.S. Submarine S-4, in which 40 officers and men of the U.S. Navy died when the ship lay on the bottom of the sea, is now a "safety laboratory," fitted up solely for the purpose of determining ways and means of saving life. The photo above shows her as she made the first dive in her new role; below, a diver preparing to go down and attach chains; and a view showing pontoons being towed into position for tests.

yet as a Chamber their chief concern was the coal trade, and the whole of the Chamber came under the purview of their activities. They expected from the Great Western a great many things, and most important of all, efficiency and economy. It was their duty to assist the Great Western Railway in these matters so far as efficiency was concerned.

The railway company had spent enormous sums since they had had control of the docks in improving those docks and in putting in new sidings, and, jointly with the railway company, the Chamber had had conferences with a view to improving efficiency. As instance of this he referred to the adoption of the broken shift system with regard to coal loading in place of continuous day shifts.

When they considered the question of economy they had to remember the enormous fall in coal exports in South Wales. Exports from Cardiff in 1927 were 8,000,000 tons less than in 1914, and when they considered the extent to which the Great Western Railway had increased their appliances they would realise that the company had to look round and find means whereby they could economise. The proposal which would be submitted was one which the railway company thought was the best, but the members of the Chamber had to consider whether the railway company were going to economise at the expense of efficiency. If they were, the Chamber could not support them, but if they were not, then the Chamber would have to seriously consider the matter.

Railway's Position

The position of the Great Western Railway Company was placed before the Chamber by Mr. Ben Carpenter, assistant docks manager, who observed that he wanted to remove a misapprehension, and lay by the heels mischievous rumours. "East Dock" would remain open to deal with ordinary business, with the exception that the facilities for the shipment of coal would not be as great as hitherto. There was no ulterior motive behind the company's action, and while the Chamber

Sir William Seager thought they should take the broad view, and as business men support the railway company in every way to economise. He considered, however, that the burden should be spread over as large a number of men as possible. The interests of the G.W.R. and of the Chamber were identical, and he wanted an assurance from Mr. Carpenter that the facilities provided would be available in the event of trade coming back. In that event he would move that they co-operate with the G.W.R. in every way in their power to reduce the enormous cost of dealing with traffic, as he felt it would be to the ultimate benefit of all.

Mr. John Powell seconded the motion, but regretted that the G.W.R. had found it necessary to take such a step. He felt, however, they were dealing with the matter as a business proposition, and he was quite sure that they were not foolish enough to foul their own nest. Mr. Powell pointed out that the co-operation of the Chamber "must be subject to the Great Western Railway Co.'s undertaking in regard to the provision of necessary appliances for dealing with 20-ton waggons, and their assurance that appliances withdrawn from service could and would be brought into commission within two days immediately trade required it.

Mr. Carpenter, in reply, gave an assurance to Sir William Seager that in the interests of the railway company they would be able to put their appliances into operation within two days if necessary. They did not intend to scrap them at all, and they would watch the future very carefully.

Eventually Sir William Seager's proposition was adopted.

SCOTS GUARDS HERE

H.M.'s transport "City of Marseilles" arrived here from Shanghai this morning. The 2nd Battalion the Scots Guards, who were stationed in Hong Kong on arrival out here, prior to transfer to Shanghai last year, are on board, bound for home.

ADMIRAL RETURNS

H.M.S. "Kent," flagship of H.E. the Commander-in-Chief, China, Vice-Admiral Sir Reginald Tyrwhitt, Bart., K.C.B., D.S.O., D.C.L., was expected to arrive here this afternoon from Kuda, on return from a southern cruise.

CONSIGNEES' NOTICE.

Consignees of Cargo ex s.s. "Benrackle" are reminded to take delivery of their goods which will be subject to rent after Jan. 28.

to EUROPE via CANADA
UNDER ONE MANAGEMENT

USE the Canadian Pacific Route to Europe and dispose of all the troublesome details that usually arise out of a 10,000 mile overseas journey.

When you travel Canadian Pacific there is only one transaction—the initial one between our agent and you. Your trip across the Pacific, across Canada, and across the Atlantic is made on Canadian Pacific ships and trains; your stopovers at Canadian Pacific hotels.

One ticket
 One service
 The utmost in speed and comfort.

CANADIAN PACIFIC

Next sailing to the Pacific Coast

S.S. "EMPRESS OF FRANCE"

FEBRUARY 13th, 1929.

WORLD'S GREATEST TRAVEL SYSTEM

BRITISH WUCHOW LINE**JANUARY SAILINGS.**

DEPARTURE HOURS:

Hong Kong 5.30 p.m. Wuchow 2.00 p.m.

S.S. "TAI HING"

[1,068 tons—Capt. O. B. Wilks.]

JANUARY.

SAT. 26th THURS. 31st

S.S. "TAI MING"

[649 tons—Capt. G. J. Spink.]

MON. 28th JANUARY.

For information apply to

KWONG WING Co., Ltd.

87, Connaught Road West,

Phone: Central 893.

American Express Travellers Cheques

"Sky-blue" in colour, these Cheques give travellers the fullest protection against the loss or theft of their travel funds. They are spendable and acceptable everywhere. For more than 86 years travellers the world over have found personal service and financial security thru their use.

Issued in £10, £5, £2, £1, and £1/2 denominations—bound in a small handy wallet—and cost only 3/4 of 1 per cent.

Secure your steamship tickets, hotel reservation and itineraries; or plan your cruise or tour through

THE AMERICAN EXPRESS CO., INC.

4, DES VOEUX ROAD CENTRAL,
 Hong Kong.

BANK LINE LTD.

AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT

S.S. "CITY OF MADRAS" London, Rotterdam, Amsterdam & Hamburg 9th February.

"CITY OF PERIN" London, Rotterdam, Amsterdam & Hamburg 9th March.

S.S. "CITY OF KHARTOUM" London, Rotterdam, Amsterdam & Hamburg 9th April.

S.S. "CITY OF DELHI" London, Rotterdam, Amsterdam & Hamburg 9th May.

NEW YORK, BOSTON, & BALTIMORE

S.S. "CITY OF GUILDFORD" 22nd March.

ALSO AGENTS FOR

ANDREW WEIR & CO.

SERVICES TO

BOSTON, NEW YORK & BALTIMORE

S.S. "MYRTLEBANK" via Suez Canal 15th February.

S.S. "ELMBANK" via Suez Canal 25th February.

MAURITIUS & SOUTH AFRICA

S.S. "TINHOW" 20th April.

Leading for Mauritius, Durban, Delagoa Bay, East London, Algoa Bay (Port Elizabeth),

Mosai Bay and Cape Town.

Through Bills of Lading issued to Port, Quilman, the Port Amelia, Mozambique, China,

Inchamara, Zanzibar, Mombasa, Kilindini, Port Kildin, Loderis Bay, Walvis Bay and

Mandagosa.

For freight or passage on any of the above lines apply to

Telephone: Central 4772

THE BANK LINE, LTD.

P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).
MAIL AND PASSENGER STEAMERS,
TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND AND
QUEENSLAND PORTS, AND RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S. S.	Tons	From Hong Kong About	Destination
*ALIPORE	5,273	31st Jan.	Straits, Colombo & Bombay.
*KIDDERPORE	10,953	2nd Feb.	Bombay, Marseilles & London.
*KASHGAR	5,334	7th Feb.	Straits, Colombo & Bombay.
*MACEDONIA	9,905	16th Feb.	Marseilles, C'blanca, L'don & Hull.
*PADUA	11,120	2nd Mar.	Marseilles & London.
	5,907	9th Mar.	Hamburg.
KHIVA	9,135	16th Mar.	Marseilles, London & Hull.

*Cargo only.

Frequent connection from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna and other Levant Ports by steamers of the Redial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

SHIP	Tons	From Hong Kong About	Destination
SHIRALA	7,841	27th Jan.	Straits, Rangoon & Calcutta.
SANTHA	7,754	31st Jan.	Singapore, Penang & Calcutta.
TILAWA	10,006	7th Feb.	Singapore, Penang & Calcutta.
TAKLIWA	7,856	12th Feb.	Singapore, Penang & Calcutta.
TAKADA	5,049	23rd Feb.	Singapore, Penang & Calcutta.
TALAMDA	3,013	7th Mar.	Singapore, Penang & Calcutta.
TALMA	10,000	11th Mar.	Singapore, Penang & Calcutta.

B.I. Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

SHIP	Tons	From Hong Kong About	Destination
*ARAFURA	6,000	1st Feb.	Manila, Sandakan, Thursday Island.
TANDA	6,050	1st Mar.	Townsville, Brisbane, Sydney & Melbourne.
ST. ALBANS	4,500	30th Mar.	
ARAFURA	6,000	31st May	
TANDA	6,050	31st May	

*Calls Port Holland.

Regular monthly sailings from Hong Kong to Japan and Hong Kong to Australia.
The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Hilo, Cebu, Kolumbug, Tawau, Timor, Darwin, or other ports en route as indicated on the schedule.

Frequent connections from Australia with the following:—
The Union S.S. Company's steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail steamers to London via Suez Canal.
The P. & O. Branch Service of steamers to London via the Cape.
The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

SHIP	Tons	From Hong Kong About	Destination
*PADUA	5,907	29th Jan.	Shanghai, Moji, Kobe & Yokohama.
TAKADA	6,049	31st Jan.	Amoy, Shanghai, Moji, Kobe & Osaka.
MACEDONIA	11,120	1st Feb.	Shanghai, Moji, Kobe & Yokohama.
TANDA	6,050	5th Feb.	Amoy, Moji, Kobe, Osaka & Yokohama.
KHIVA	9,135	15th Feb.	Shanghai, Moji, Kobe & Yokohama.
TALMA	10,000	18th Feb.	Amoy, Shanghai, Moji, Kobe & Osaka.
MALWA	10,086	1st Mar.	Shanghai, Moji, Kobe & Yokohama.
*NAGPORE	5,283	4th Mar.	Shanghai, Moji, Kobe & Yokohama.
ST. ALBANS	4,500	8th Mar.	Shanghai, Moji, Kobe & Osaka.
KHYBER	9,114	8th Mar.	Shanghai, Moji, Kobe & Osaka.
SANTHA	7,754	15th Mar.	Amoy, Moji, Kobe, Y'hamia & Osaka.
NALDERA	16,088	15th Mar.	Shanghai, Kobe & Yokohama.
KARMALA	9,128	22nd Mar.	Shanghai, Moji, Kobe & Yokohama.
LAHORE	5,282	25th Mar.	Shanghai, Moji, Kobe & Yokohama.

*Cargo only.

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on-carrying steamer.
All Cabins are fitted with Electric Fans free of charge.
Steamers on London and Australian Lines are fitted with Laundries.
Parcels measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
For further information, Passages, Freight, Handbooks, etc., apply to:—

MACKINNON, MACKENZIE & CO.

P. & O. Building, Connaught Rd. C., HONG KONG. Agents.

NEW YORK, BOSTON & BALTIMORE.

JOINT SERVICE OF THE

"BLUE FUNNEL" LINE.

(OCEAN S.S. CO., LTD. & CHINA MUTUAL S.S. CO., LTD.)

AND

AMERICAN & MANCHURIAN LINE.

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

SAILINGS FROM HONG KONG.

S.S. "AUTOLYCHUS" Via Suez Canal 8th February
S.S. "CITY OF GUILDFORD" Via Suez Canal 22nd March
S.S. "LAOMEDON" Via Suez Canal 5th April
Steamers proceed via Suez Canal or Panama Canal at Owners' Option.
Subject to change without notice.

For Freight and particulars apply to:—

BUTTERFIELD & SWIRE & THE BANK LINE, LTD., Hong Kong,
Hong Kong & Canton; JARDINE MATHESON & CO., LTD., Canton.

DOCKING ACCIDENT

QUESTION OF SURGING ROPES

A-SEQUEL

One of those rare accidents in docking a steamer came for assignment of liability before the Lord Chief Justice and a special jury, in the King's Bench Division, in the case of the steamer "Tern." A rope broke and wrapped round the legs of a lock foreman of the Port of London Authority, who was engaged on shore in docking the vessel. He was picked up unconscious suffering from fracture of the skull. Three points were in contrast. It was suggested that the ship's rope, which broke, was inadequate; that it was not surged, and that an order was given by the assistant dockmaster to surge the ropes, and was ignored. Two of the crew, who were taking the dock-master's orders, both declared that there was no order to surge the ropes generally, and no order to surge the ship's rope in particular.

The action was brought by the lock foreman Mr. James McNeill, to claim damages from the General Steam Navigation Co., Ltd., the owners of the "Tern." For the lock foreman, Mr. H. du Parc, K.C., appeared, with Mr. R. J. Simy instructed by Messrs. Elmt, Torr and Co.; and for the General Steam Navigation Co. Mr. A. Neilson, K.C., and Lord Erlegh, instructed by Messrs. Bottrell and Roche.

Mr. du Parc explained that the accident occurred a year ago, on September 4, when the "Tern" was being docked at St. Katherine's Dock. A ship's rope had been made fast to a bollard ashore, and it was while her head was being brought round that that rope snapped. It twisted round the legs of the plaintiff, threw him, and he was taken to the London Hospital. The allegation was that an undue strain was placed on the rope by not swinging it out sufficiently, and that the servants of the Navigation Co. were negligent, moreover, in not employing a rope sufficiently strong.

In the witness-box, McNeill explained that there were two ropes, one of which was a shore rope, and that was surged, in obedience to an order, "surge the ropes," given by the dockmaster, but the other was not, and those facts threw a heavy strain upon it.

The assistant dockmaster, Captain William Lawrenson, stated that, after he gave the order "surge the ropes," the ship's rope was not surged sufficiently. The point at which it broke was on the fair lead near the bow of the vessel.

The master of the "Tern," Captain William Alexander Sargent, said the crew were taking orders from the dockmaster through the chief officer, and himself was in command. He heard no order from the dockmaster to surge rope. The situation was that the shore rope was slack, and the ship's rope was at stretch.

A seaman on the vessel gave the dockmaster's order in the form, "hold on the ropes," and said that at that moment he noticed that the shore rope was quite slack. Then the ship's rope "went."

Evidence as to the good quality of the ship's rope having been given by Mr. William Henry Gulliver, manager of Messrs. David Kirkcaldy and Sons, testing and experimental engineers, the jury found for the defendants, with costs.

Mr. Gulliver's testimony was that the rope was an ordinary six-inch manilla, and that it was of fair average quality. It had been put through tests.

The Lord Chief Justice said that judgment would be entered for the General Steam Navigation Co.

HONG KONG TIDE.

The tide-table given below has been obtained by aid of the Tide-predicting Machine, which includes 40 components for the better prediction of tides, from the result of the analysis of the tidal observations, taken at the Kaitung tidal observatory under the direction of Dr. Döberck during the years 1887, 1888 and 1889.

The times and heights are given for Kaitung; but they may be used for the Victoria Naval Yard and Aberdeen, the differences being very small. The times of high and low water must not be considered to coincide with the times of slack-water and change of current, the two phenomena being quite distinct.

Jan. 18 to 24, 1929.

DATE	HIGH WATER	LOWER WATER
JAN.	Standard Time	Standard Time
Fri. 18	1.48	5.58
Sat. 19	3.16	4.41
Sun. 20	4.45	3.16
Mon. 21	5.58	1.48
Tue. 22	7.16	1.48
Wed. 23	8.45	1.48
Thurs. 24	9.58	1.48

PASSENGER LIST.

DEPARTURES.

Passengers left by the s.s. "Empress of Asia" yesterday were:—
Mr. J. Avenol, Mr. C. H. Bau, Mr. A. Bihong, Miss L. Bailey, Mrs. S. Berg, Mr. A. Broom, Miss M. Bell, Mrs. L. B. Bremner, Mr. H. Bonnet, Mr. Chan Sang, Mr. Chang Fu-lung, Mr. Chow Ting-suen, Mr. Chow Suen, Mr. Cheung Chuk-nong, Mr. Chan To-sang, Mr. and Mrs. Chow Ting-ching, Miss R. Cole, Miss S. L. Clarke, Miss P. Y. Chu, Mr. Chan Sik-dun, Mr. P. Drummond, Mrs. Fan Sze, Mr. and Mrs. Foong Feng-chi and family, Mr. C. Falkiner, Mr. A. A. Grissol, Mr. A. Giovanoli, Mrs. M. I. Grant, Dr. L. E. Gilbert, Mr. Ho Shun-yea, Mr. Wm. Heugan, Mr. C. E. Horsemann, Miss A. Jorgensen, Miss H. Jauny, Mr. Koo Tau-nam, Mr. D. Kime, Mr. Kong Tung-haw, Mr. Kan York-kai, Mr. T. Khamtomai, Mr. S. K. Lo, Mr. Leong Puk-kin, Mrs. H. S. Law and infant, Master Law Lai, Mrs. B. H. Lloyd, Master J. Lloyd, Mr. Lee Yook-nam, Mr. Law Mai-sang, Mr. T. C. Lee, Mrs. Y. M. Lim and infant, Miss Y. T. Ling, Miss E. Lee, Mr. F. H. Lowe, Mrs. M. McGuire, Master J. McGuire, Miss J. McGuire, Mr. D. R. Mahajan, Mr. C. E. Meyer, Miss K. G. Mayne, Mrs. C. J. Nathan, Mr. Ng Ka-jung, Mr. and Mrs. Pang Yin-chen, Mrs. Pang Chee-wan, Mr. G. Y. T. Quoy, Mr. Sum Chung-hang, Mr. T. P. Russell, Mr. P. P. Semsem, Mr. and Mrs. E. D. Shaw, Mrs. P. Sung and infant, Mr. Soo Seng-wan, Mr. I. T. Shi, Mr. R. Symes, Miss G. Sayer, Mr. Siu Yin-wo, Mr. Soo Ting-cheung, Mrs. T. C. So, Deaconess K. S. Shaw, Mr. S. C. Tang, Mr. Ting He-lue, Major A. M. Thompson, Mr. Wang Lok-ting, Mrs. Y. T. Wong, Mr. R. W. Wedderburn, Miss Woo Mok-lan, Mr. Wong Wan-yu, Mr. Woo Tze-hai, Sir Gedrick and Lady Whyte, Mrs. L. Waddell, Mr. Won Sao-fong, Mr. T. P. Wong, Mr. Yee Tick-hone, Mr. Yeh Chong-yoch, Mr. Yuen Kum-suen, Mr. Yu Cho-yum, Mr. Yew Goo-soon, and Mr. Z. Y. Zia.

Passengers departed from Hong Kong for the United Kingdom via Singapore by the s.s. "Aeneas" yesterday were:—

Mr. and Mrs. W. Winkinson, Mrs. H. Middleton, Master H. A. Middleton, Mrs. B. A. Thomson, Miss E. Brown, Mrs. K. Roche, Mrs. E. M. Martin and infant, Mrs. F. Northington, Mr. H. J. Doyle, Mr. H. A. Brown, Mr. G. G. Kitching, Mr. J. D. McLeod, Mr. Lal Yat-che, Mr. R. E. Francis, Mr. C. D. Belton, Mrs. Van Ess, Mr. A. J. Hughes, Mrs. R. W. Struthers, Mr. and Mrs. Perrin, Miss Perrin, Mrs. Harrison, Miss Harrison, Mr. G. P. V. Morgan, Mrs. L. Smith, Mr. E. W. Carter, Miss N. E. Dawson, Mr. and Mrs. Farquharson, Master J. G. N. Farquharson, Master P. W. M. Farquharson, Mrs. M. B. Hewett, Miss D. House, Master House, Mrs. M. B. Julian, Miss C. S. Julian, Mrs. Michael, Mr. and Mrs. L. H. Peachey and infant, Mrs. C. T. Tod, Master H. Tod, Miss M. Tod, Mr. and Mrs. E. Wilkinson, Miss A. Wilkinson, and Master C. Wilkinson.

MOVEMENTS OF STEAMERS.

The C.P.S. R.M.S. "Empress of Russia" from Hong Kong on Jan. 9, left Yokohama on Friday at 3 p.m., and is due at Vancouver on Saturday.

The P. & O. s.s. "Padua" left Singapore for this port on Monday at 2 p.m., and is due here on Jan. 28 at about 6 a.m.

The "Dollar-round-the-world" liner "President Hayes" is due here at 7 a.m. on Saturday. She will sail on Sunday, at 8 a.m. for Mediterranean ports and New York, via Manila, Straits, etc.

The American Mail liner "President Grant" leaves Manila on Saturday, at 4 p.m. and will arrive in Hong Kong on Monday, at 7 a.m. This steamer will leave on Tuesday, at noon for San Francisco and Los Angeles, via Shanghai, Japan and Honolulu.

The Dollar liner "President Lincoln" will arrive at Shanghai on Friday. She will leave that port on Saturday and arrive here on Monday afternoon, sailing for Manila on Tuesday at 6 p.m.

The M.V. "Nippon" (Swedish East Asiatic Co., Ltd.), left Dunkirk on Dec. 24, and is due here on or about Jan. 31.

The C.P.S. R.M.S. "Empress of Australia" leaves Colombo today at 6 p.m., and is due at Hong Kong on Feb. 18 at a.m.

Projected arrivals at and departures from Hong Kong of steamers under the management of the Bank Line, Ltd., are as follows:—

Arrivals at Hong Kong
S.S. "City of Pekin," from Europe, January 27.
S.S. "Polaris," from New York, Feb. 1.
S.S. "City of Kharoum," from Europe, Feb. 24.
S.S. "City of Guildford," from New York, March 2.

S.S. "Koserik," from New York, March 2.
Sailings from Hong Kong
S.S. "City of Pekin," Shanghai and Japan ports, Jan. 28.
S.S. "Polaris," Saigon, Feb. 3.
S.S. "City of Madras," London, Rotterdam and Hamburg, Feb. 9.
S.S. "Myrtlebank," Boston, New York and Baltimore, Feb. 15.
S.S. "City of Kharoum," Shanghai and Japan ports, Feb. 25.
S.S. "City of Guildford," Shanghai, March 8.
S.S. "Koserik," Shanghai and Japan, March 8.

CONSIGNEES.

NOTICE TO CONSIGNEES.

THE BEN LINE STEAMERS, LIMITED.

From MIDDLESBRO', LONDON, STRAITS AND PHILIPPINES

THE Steamship "BENVRACKIE"

Consignees of cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the wharves, delivery may be obtained.

No claims will be admitted after the goods have left the godowns, and all goods remaining undelivered after the 26th inst. will be subject to rent.

All claims against the steamer must be presented to the Under-signed on or before the 9th February, 1929, or they will not be recognised.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 25th inst. at 10 a.m., by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Agents.

Hong Kong, 19th January 1929.

NOTICE TO CONSIGNEES.

THE BEN LINE STEAMERS, LIMITED.

From LEITH, DUNKIRK, ANTWERP, LONDON & STRAITS.

THE Steamship "BENVALDER"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th inst. will be subject to rent.

All claims against the steamer must be presented to the Under-signed on or before the 7th February, 1929, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd inst. at 10 a.m. by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Agents.

Hong Kong, 17th Jan., 1929.

President Liner

SAILINGS

Weekly Trans-Pacific Service

To San Francisco and Los Angeles
The Sunshine Belt via Honolulu
Fortnightly sailings on Tuesdays

Pres. Grant Jan. 29th at Noon
Pres. Cleveland Feb. 12th
Pres. Pierce Feb. 26th
Pres. Taft Mar. 12th

To Seattle and Victoria
The Short, Straight Route to America
Fortnightly sailings on Tuesdays

Pres. Lincoln Feb. 5th
Pres. Madison Feb. 19th
Pres. Jackson Mar. 5th
Pres. McKinley Mar. 19th

\$120, \$112 Special through rates to Europe via United States. Direct connections with all Atlantic lines. Choice of rail lines across United States and Canada, liberal stop-over privileges for sight-seeing.

Europe and New York Direct

ROUND THE WORLD
Fortnightly sailings on Sunday via Manila, Straits, Colombo, Suez Canal, Aden, Naples, Genoa, Marseilles, New York and Boston.

Pres. Hayes Jan. 27th 8 a.m.
Pres. Polk Feb. 10th 8 a.m.
Pres. Adams Feb. 24th 8 a.m.

Pres. Lincoln Jan. 29th 6 p.m.
Pres. Cleveland Feb. 2nd 6 p.m.
Pres. Madison Feb. 12th 6 p.m.

To Manila
Pres. Pierce Feb. 16th 6 p.m.
Pres. Jackson Feb. 26th 6 p.m.
Pres. Taft Mar. 2nd 6 p.m.

For Bookings, Passengers and Freight Information apply to
Hong Kong and Shanghai Bank Building, Ground Floor
Telephone Central 2477, 2478 and 795
Cable Address "Dollar"

CANTON BRANCH—No. 4, Sha Kee Street.

American Mail Line and Dollar Steamship Line

For Freight or Passage apply to:—

YIU YUEN & CO.,
87, Connaught Road, W.

WEEKLY SAILINGS

FOR KWONGCHOWWAN.

S.S. "WINGLEE"

CAPTAIN F. SMITH

First class Passenger accommodation, Fans, Electric Lights

in every stateroom, Baths Hot and Cold, Excellent Cuisine.

The Round trip takes one week.

For Freight or Passage apply to:—

YIU YUEN & CO.,
87, Connaught Road, W.

MAN LOONG.

PRESERVED GINGER MANUFACTURERS.

NEW SEASON PRESERVED GINGER.

Best quality—Prompt attention to Exporters.

Office—231, Queen's Road Central. Tel. C. 2530.

Factory—2 Godown, Praya, Dundas St., Mongkok. Tel. K. 88.

THE KWONG HIP LUNG CO., LTD.

ENGINEERS and SHIPBUILDERS, BOILER MAKERS, BRASS and

IRON FOUNDERS. All work done in this establishment is guaranteed.

We have over thirty years' experience. We own two shipways and can

accommodate any craft of 300 feet long.

Town Office: 64, Connaught Road Central, Hong Kong. Tel. Central No. 459.

Shipyard: Sham-Sui-Po, Kowloon, Hong Kong. Tel. Kowloon No. 8.

Estimates furnished on application.

Hong Kong, April 1, 1924.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.

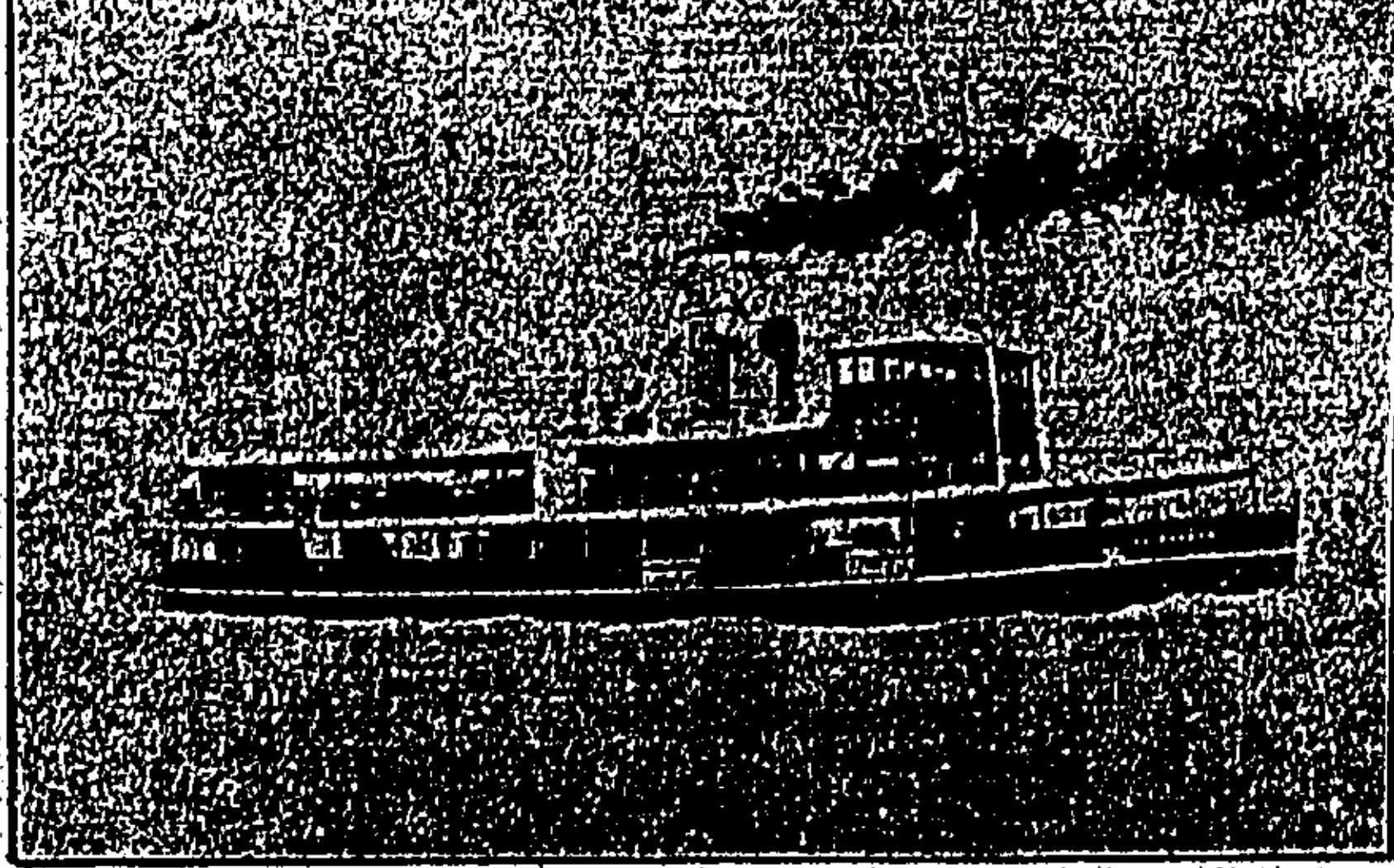
Codes Used: A1, A.B.C. Fifth Edition; Engineering: First and Second Editions;

Western Union and Watkins.

DOCK OWNERS, SHIP BUILDERS, MARINE AND LAND ENGINEERS, BOILER

MAKERS, IRON, STEEL AND BRASS FOUNDERS, FORGE MASTERS,

ELECTRICIANS.



Twin Screw Steamer "ELIZABETH," built and owned by The Hong Kong & Whampoa Dock Co., Ltd., for the Federated Malay States Railways, for service between Penang and Prai.

Please address enquiries to the Chief Manager:

R. M. DYER, K.C., M.I.N.A., Kowloon Dock, Hong Kong.



"King George IV"

OLD SCOTCH
WHISKY



NEW SCREW CAP

Simple
Safe &
Secure

No corkscrew necessary

Possibility of leakage
or contamination through
faulty corks eliminated



THE DISTILLERS AGENCY, LTD.

EDINBURGH



Sole Agents—

GANDE, PRICE & CO., LTD.

St. George's Building, Ice House Street.

Tel. Central 138.

The China Mail.
(Every evening except Sunday.
Annual subscription, excluding
postage abroad, H.K. \$38, payable
in advance. Local delivery free.)

Overland China Mail.
(The weekly edition of the "China
Mail." Annual subscription, H.K.
\$18 including postage \$15, payable
in advance.)

Published by
The Newspaper Enterprise, Ltd.
Printers & Publishers.
No. 3A, WYNDHAM STREET,
HONG KONG.

TELEPHONES:-
Office Central 22.
Editorial Central 4841.
Cable Address:- Mail, Hongkong.

All communications should be
addressed to the Newspaper En-
terprise, Ltd., to whom all remit-
tances should be made payable.

London Offices:- The Far Eastern
Advertising Agency (London),
Ltd., 26-38, Southampton Street,
Strand, W.C.2.

This state of affairs, of course, is not a desirable one, having regard to the fact that this is a British Colony. We never hear of an American citizen, or a Japanese citizen or a French citizen, for instance, remaining unemployed in Hong Kong over a length of time. The Consular authorities of these nationals, and others, ensure that their unfortunates are repatriated; with the authorities it is a matter of national honour to keep the Colony free from men without definite means of support. And so, we submit, it should be with the British authorities. These street-corner loafers constitute no fitting advertisement for Hong Kong as a British possession, and there is no reason why we should not be as proud of our prestige as is any other foreign Power. It is, we

The public of Hong Kong reads in the local Press from time to time a summary of the unemployment situation in Britain. Here are met figures which run into hundreds of thousands. And if anyone happens to mention the unemployment situation in Hong Kong—among Europeans, that is, and particularly among Britons—the subject is invariably dismissed with a shrug or the remark that, compared with the position at Home, Hong Kong is most fortunately placed. Comparatively, this is true. The Colony, nevertheless, possesses its unemployment problem in a greater degree than is generally realised. Of its existence there are indications that cannot be ignored. Every day—and all days—for instance, on the corners of Fedder-street which intersect the wide roads leading east and west, small crowds of out-of-work Britons may be seen; every now and then a British subject is brought up at the Magistracy as a vagrant and committed to the

many of them; the Chinese grocers, shops and waterside boarding houses know others. Officials of the Hong Kong Benevolent Society are acquainted with certain others; every Roman Catholic priest in the Colony will know a few more. With the exception

On information given by Tsai Yu-sheung, partner in the Yu Shing Import and Export firm, No. 85, Des Voeux-road West, a warrant has been issued for the arrest of Yeung Fook-wan, manager of the firm, who is alleged to have embezzled the sum of \$40,000, the property of the firm, and absconded with the money earlier in the week.

The Hospital Comfort Committee which, as announced in the "China Mail" yesterday, has been disbanded, comprised, it is interesting to note—H. E. the Governor (Sir Cecil Clementi K.C.M.G., Kt. of Grace, Order of St. John), as President, and the following members:—Mr. Ralphs, Assistant Commissioner of St. John Ambulance Brigade; Chairman; Surgeon-Captain H. Chater, R.N. (Royal Naval Hospital) to April 8, 1928; Surgeon-Captain W. W. Keir, R.N. (Royal Naval Hospital) from April 1928; Lady Clementi, M.B.E. Officer, Order of St. John Jerusalem; The Rev. W. Featherstone, M.A.; Mr. Ho Kong, O.B.E., Kt. of Grace, Order of St. John (St. John Ambulance Brigade); Hon. Dr. Kotewala C.M.G.; Lt.-Col. Boylan Smith D.S.O., O.B.E., R.A.M.C.

November 15, 1927: Lt. Colonel J. S. Bostock, C.B.E., R.A.M.C., from November 17, 1927; Mr. W. T. Southern; Sir Eric Stuart Taylor, M.D.; Mr. Ho Kwong, R.N. Treasurer to April 5, 1928 resigned April 5, 1928; Mr. Morris (District Supt. St. John Ambulance Brigade), Hon. Secretary and Hon. Treasurer from April 6, 1928.

COST OF LIVING

The "Ministry of Labour Gazette" states that on December 1, in England the average level of retail prices, including food, rents, clothing, fuel and lighting, was approximately 88 per cent above that of July 1, 1914. Compared with 1913, the cost of living was 69 per cent higher in November, and 69 per cent

Racing trophies won by Duke of Richmond and Gordon at Goodwood are to be sold this month by Messrs. Robinson and Fisher at their rooms in King-street, St. James's.

The Stewards' trophy won 1848 represents Mazeppa bound to a wild horse, being pursued by wolves.

A silver-gilt tea service, Greek design, and a two-handled cup made in the time of William and Mary are among a number of other lots to be sold at the same time.

Three judges sitting in different courts at the Old Bailey on day last month expressed the views on the problem as to whether a person is old at 60.

The Recorder, Sir Ernest W. K.C., will be 60 this month. Sentencing a man of 62 to three years' penal servitude and five years' preventive detention, he remarked: "You are not an old man, you know."

Sir Henry. Dickens, K.C., the Common Sergeant, who will be in January, when told a woman was 63, observed: "Quite a young woman."

Judge Atherley-Jones, K.C., who is 77, said to a man in his sixties: "As you are an old man, shall not send you to penal servitude."

**SUICIDAL CYCLING
MAGISTRATE & MAN WITH
NO REAR LIGHT**

A charge of riding a bicycle without lights or red rear reflector was made at Wimbledon against Cecil Robert Denning, Clonmore street, Southfields.

The police stated that the driver of the car that Denning had no lights on, the reflector caused an accident in which he and two motor-cars were involved. The driver of one car was thrown over the windshield and the driver of the other injured and a woman badly hurt.

W. C. Clark, chairman of the Board of Health, Denning was arrested for driving on a license which was not valid.

A country couple went to manse to get married. After the ceremony the bridegroom called the minister aside, and whispered confidentially in his ear: "I awfu' sorry I canna pay ye muckle as I would like to, sir, but if ye take me doon to your cellar I'll show ye hoo to fix up your gasmeter so that it will register!"

"Pon my soul, it's marvellous!" replied the umpire.

In the Christmas amateur theatricals Jones had been given

part, thus achieving his life ambition. On looking at the author's description of the character we read: "A phlegmatic man of 40."

Looking at him for a while, the producer answered, "Well, I should say the kind of fellow who asks his bride what she would like to do."

The two enthusiastic football fans were discussing their Saturday games. "How did your match off with the Mudtown Howler?"

"Oh, we had a new cent forward—and he made a promise of things!" replied Tom, other.

"But," said Dick, surprised, "I know that chap—a fine player, never known to 'foul'——"

"Oh, he may be," said Tom.

"But he's got into hot water

"Oh, it wasn't the ball handled—it was the referee."

The trial had been a prolonged one, with legal "stars" fighting cleverly for each side. W.

the jury had given their verdict and sentence had been passed, the great judge astonished everybody by expressing a wish to see the chief witness for the prosecution.

again. Word was passed all that Mr. Timothy Tommer was wanted, and presently a harassed-looking man with watery eyes and carefully tended clothes

"I wish to compliment you beamed the judge, "on the excellent manner in which you answered."

ed all the questions fired at
by the learned counsel. For
two hours you met the most
involved questions without a tremor
producing an answer at once

every forensic arrow volleyed at you! It was really remarkable the way in which you met all the complicated queries!"

"My lord," replied the har-

ed-looking little man, "I am
father of three small boys, a
four, six, and eight, and——"
Then the great judge un-
stood.

FROM NAVY TO ARMY
RARE INSTANCE OF CHANGE

OF SERVICE

In a recent issue of the "London Gazette" the rare instance of an officer relinquishing his commission is recorded.

transfer to the Army is given is announced that Mr. Edm. Glen Browne late sub-lieutenant R.N., is now a 2nd lieutenant

The most famous instance of this kind is that of the late Evelyn Wood, V.C., who before he entered the 17th Lancers

a midshipman. Many naval
cers have achieved fame in
life, notably Sir Fitzroy Key
who became the greatest battle
ter of his day.

Mr. Pannure Gordon, who head of a great stockbroking firm, was on the quarter-deck before entered the Stock Exchange. Some may be said that the

Spoken Command: "You become
a king, you are a king, in the
Angels' Church."

A RE-UNION

ST. JOSEPH'S COLLEGE "OLD BOYS" MEET

LAST NIGHT'S DINNER

The annual dinner of the St. Joseph's College Old Boys' Association was held in the College Hall, Kennedy-road, last night. It was a successful function, and was largely attended by past pupils of the Christian Brothers.

The Hon. Mr. J. P. Braga, President of the Association, who occupied the Chair, was supported by the following members of the Committee:—Messrs. J. M. Graca Ozorio, Andrew Tse Yan, Robert Chou, Frank Barnes, Francisco L. Marques and C. Dragon (Hon. Secretary).

Others present included the following:—Rev. Bro. Aimar (Vice-President), Mr. E. Ralphs (Inspector of English Schools), Mr. G. P. de Martin (Assistant Inspector), Rev. Fathers G. Byrne, S.J., F. Biotteau, G. Spada, P. R. Noval, A. Rignati, V. Samson, S.J., F. L. Banchio, W. J. Borer, A.F.M., Parasotti, and the Chaplain of the French cruiser "Jules Michelet," Dr. F. M. Graca Ozorio, Dr. R. A. C. Basto, Dr. C. F. da Roza, Messrs. Henry Dixon, I.S.O. (Past President), W. G. Fitz-Gibbon, J. M. da Rocha, J. P. Xavier, C. H. Basto, A. H. Basto, M. F. Baptista, F. J. Tavares, Noel Braga, Hugh Braga, Simon Tse Yan, M. A. Figueiredo, Leo d'Almada, Jr., L. E. Gutierrez, Lim Hoy-lan, J. V. Chanatong, C. A. R. da Roza, J. Noronha, E. A. Noronha, Li Yat-choi, G. Aquino, J. Baptista, A. F. Osmund, P. Julian, S. A. Marcal, F. Rodrigues, Aubrey Edgar, Sidney Edgar, C. A. V. Ribeiro, J. G. Remedios, and A. V. Gosano. There were about 200 present in all.

It was announced that a letter had been received from Bishop Valtorta, in which he expressed regret at being unable to be present owing to indisposition.

Chairman's Toast

Following the observance of the Loyal Toast, and that of "His Holiness the Pope," the Chairman proposed the toast of "Alma Mater, St. Joseph's College." He said it was nearly 15 years ago that the Old Boys' Association was formed. With the return of Brother Marcian and his infective enthusiasm the association had been revived after a period of suspended animation. The speaker expressed the hope that the large gathering that night might be accepted as visible evidence of the vitality of the Old Boys' Association, the members of which had gathered to do honour to the College and to its staff of teachers.

Mr. Braga then spoke in a reminiscent vein. He recalled that soon after the college was established, over fifty years ago, he was one of its first pupils and he felt that he did not stand in a position of splendid isolation among the scholars of the first generation, for there were still among them such veterans as his old friends, Mr. Henry Dixon, I.S.O., and Mr. L. E. Ozorio. In a corner at the junction of Caine-road and Aberdeen-street stood his old college building, but somewhat altered in its external appearance. After the college vacated that building it was occupied by the late Sir Hornumjee Mody, Kt., who defrayed the cost of the Hong Kong University building.

The First Director

Bro. Hidulphus was the first Director of the college, which opened its doors on November 16, 1875. Then, as now, the Christian Brothers were spoken of as "admirable teachers." The staff was composed of three Brothers and 70 pupils; to-day there are 14 Brothers, 15 lay teachers, 2 teachers for Chinese and 1 for the Portuguese language, and nearly a thousand pupils, if the branch school at Kowloon was included. On November 3, 1881, the Governor, Sir John Pope Hennessy, laid the foundation stone of St. Joseph's College building at Robinson-road. It was completed and opened by Mr. Wm. Marsh, the Officer Administering the Government in 1883. At that time there were eight Brothers on the staff and the scholars numbered about 300. In 1879, the Government of Hong Kong took the college under its benevolent patronage and it was admitted to the benefits of the Grant-in-Aid Scheme. Impelled, as it were, by a dynamic force, the college prospered since then as it never did before.

MAKE YOUR OWN SODA WATER

Sparkling Glycerine Soda Water, made easily only. **FLUGEL MACHINE**. 14 per dozen large bottles. **FLUGEL MACHINE**. 14 per dozen large bottles. **FLUGEL MACHINE**. 14 per dozen large bottles.

The acquisition of the present college site and the erection of the fine additional buildings and the magnificent hall were matters of comparatively recent history, and Mr. Braga said he did not wish to detain the assembly with their recital.

The Kowloon College

He congratulated Bro. Aimar and his advisers on the recent leasing from Government of the 10-acre site on Prince Edward-road in Kowloon. From the Governor (Sir Cecil Clementi, K.C.M.G.) they might not expect in vain to receive every sympathy and practical support in the advancement of education in Hong Kong. By the purchase of the land the Christian Brothers had come into possession of one of the finest sites in Kowloon. He had had the privilege of being shown the plans (which were still the subject of consideration) by Bro. Aimar, and he (Mr. Braga) thought when the buildings were completed the architectural amenities of Kowloon would be very greatly improved and Kowloon would have an edifice that it could well be proud of.

This enterprise redounded to the credit of Bro. Aimar and his staff. It was not the product of a faint heart. It required breadth of vision and a confidence in Greater Hong Kong as Kowloon would no doubt in time, come to be called. Brother Aimar and the members of his Community were an asset to Hong Kong. It was men of their type who were wanted for the greater development of the Colony.

The speech was received with loud applause and the toast was enthusiastically honoured.

Bro. Aimar's Reply

Replying to the Rev. Bro. Aimar said that ever since the re-organisation of the College on the present site he had been looking for ways and means of reviving the Old Boys' Association. An attempt to renew its vigour was made in 1926, in connection with the celebration of the Golden Jubilee of the college. The response was satisfactory, but could not be followed up, owing chiefly to the disaster that overtook the college in July of that year. It took nearly two years to clear the debris and make good the damage done by the storm.

For the efficient working and development of an Old Boys' Association, one of the members of the staff had necessarily to devote a great deal of his time to it. In January last year, Brother Joseph came from Manila and Brothers Marcian and Claude from the Straits. Their arrival had been altogether for the welfare and success of the college; and Brother Marcian, while helping in the higher classes and general supervision, found time to attend to the Old Boys' Association, with the results that they now saw.

The association was in full activity again and, it filled him with joy to see so many former pupils and friends. This reunion comprised members of every profession. Lawyers and doctors, engineers and architects, accountants and teachers, heads of prosperous schools and of mercantile firms were present in the hall, which he wanted them to consider as their own and the home of their association.

Referring to Mr. Braga he said that 45 years ago, he was a pupil in Class 2 of Saint Joseph's College, and it is recorded in 1884, that he was awarded prizes for English and Declamation. "He has since then, added many achievements to his credit and it is most agreeable to me to be afforded this public opportunity of extending to a distinguished and ever loyal old boy, on behalf of the staff of his old college, our hearty congratulations and best wishes for a long and brilliant period of service as a member of the Legislative Council of the Colony. We know that as in the past, we can rely on Mr. Braga in furthering the interests of his old college and of the St. Joseph's Old Boys' Association." (Applause).

A Good Choice

In supporting the toast, Bro. Marcian said he was particularly pleased to have the opportunity of congratulating the Hon. Mr. Braga on the choice made of him by the representatives of his Majesty the King for membership of the local Legislative Assembly. It was an honour to the college and to the association, as well as to himself personally.

"The Hon. Mr. Braga is fitted for the trust reposed in him because of the personal initiative which he continued to develop after his college course. The fostering of such personal initiative is one of the chief aims of our association. We wish to make each member realise that he has a part to play in the social and civic life of the Colony. The education given him in the college, aims at fitting him for that part, but owing to circumstances (it is, in most cases, terminated too soon. Post-graduate, or post-collegiate work is necessary, if our young men are to be led to realise the noblest side of their education."

The intercourse which the association seeks to foster would furnish the opportunity for those specially qualified in any particular profession or hobby to stimulate the mental activity of the younger members by occasional lectures. Such lectures, supplemented by courses of reading, would greatly aid in bringing to maturity the ideals which it had been the chief concern of the college to implant.

It was very important at the present time that all forces for good should unite and show a common front to those that are misdirected or positively evil. However, this was a matter that could be more fully treated at their general meeting, to be held shortly.

The speaker drew attention to the difficulty of getting in touch with all the old boys. He suggested that those who were members would do a service to the association by asking others to register their names and addresses at the college, so that they may receive circulars or notices that are issued.

It was a pleasing duty on this occasion to pay a tribute to Mr. Dixon, a well-merited tribute, for his devotedness to the interests of the association, and to thank him for the noble example of charity which he had given to the young men. In the name of the association, Bro. Marcian thanked Mr. Joseph Chanakong for his generous donation of \$100.

They were grateful likewise to those who gave smaller donations. It was such generous hearts and hands that would enable them to carry out the library scheme which is such an essential item in the association.

There was one notable figure missing from the gathering, Mr. J. M. Noronha, who had not been able to attend owing to the illness of his wife. They extended to him and to his wife and family their most heartfelt sympathy.

Commenting on the fact that their association was part of a world-wide organisation, the speaker went on to remark that there were other mighty organisations, connected with the Jesuit and Dominican Orders, whose local representative they were pleased to have among them that night. They wished them every success; they did work on a larger scale; at the same time they lent a helping hand when called upon, and had contributed in no small measure to the success of the Brothers' efforts in many parts of the work. The speaker was heartily applauded.

The toast to the guests was proposed by Mr. Frank Barnes and Mr. G. P. de Martin replied. Father Byrne, S. J., also spoke. The evening concluded with selections of musical items by the "Aloha Serenaders" with Hawaiian selections, and Mr. John Braga with violin solos.

MEAN TRICK

AGAIN CARRIED OUT BY THE RASCALS

A Chinese maid-servant, employed by a Chinese family living in Kowloon City, was yesterday the victim of the old banknote trick. She was going to the market at about 3 p.m., when she was stopped by two men who represented that they were strangers and had a roll of Chinese notes which they wished to change into local currency. They appealed to her to assist them as they did not know where to find a money changer.

The girl agreed to help the men. They gave an excuse for not going with her claiming that they were tired after walking about since the morning meal. They would wait for the girl.

After the roll of supposed notes had 'changed hands,' one of the men suggested that the girl leave something with them as security.

She parted with money and jewellery to the value of \$25. When she discovered that the supposed notes were scraps of paper of no value, she ran back to where she had left the two men, but they had disappeared.

"CATHRYN"

NOTED AMERICAN DANCER COMING

"Cathryn," a famous American dancer who is at present on a world tour, will appear during each performance at the Queen's Theatre for a brief season commencing Sunday next. This talented artist has appeared with great success in almost every city in the world and has been billed for such notable shows as "Tangier," "Artistic," and "Models." During her stay in Hong Kong, "Cathryn" will present a variety of (1) dancing, (2) singing, (3) classical, (4) oriental, and (5) modern dances and performances will be given to the music which (6) popular songs, (7) classical, (8) modern, (9) and (10) and (11) and (12) and (13) and (14) and (15) and (16) and (17) and (18) and (19) and (20) and (21) and (22) and (23) and (24) and (25) and (26) and (27) and (28) and (29) and (30) and (31) and (32) and (33) and (34) and (35) and (36) and (37) and (38) and (39) and (40) and (41) and (42) and (43) and (44) and (45) and (46) and (47) and (48) and (49) and (50) and (51) and (52) and (53) and (54) and (55) and (56) and (57) and (58) and (59) and (60) and (61) and (62) and (63) and (64) and (65) and (66) and (67) and (68) and (69) and (70) and (71) and (72) and (73) and (74) and (75) and (76) and (77) and (78) and (79) and (80) and (81) and (82) and (83) and (84) and (85) and (86) and (87) and (88) and (89) and (90) and (91) and (92) and (93) and (94) and (95) and (96) and (97) and (98) and (99) and (100) and (101) and (102) and (103) and (104) and (105) and (106) and (107) and (108) and (109) and (110) and (111) and (112) and (113) and (114) and (115) and (116) and (117) and (118) and (119) and (120) and (121) and (122) and (123) and (124) and (125) and (126) and (127) and (128) and (129) and (130) and (131) and (132) and (133) and (134) and (135) and (136) and (137) and (138) and (139) and (140) and (141) and (142) and (143) and (144) and (145) and (146) and (147) and (148) and (149) and (150) and (151) and (152) and (153) and (154) and (155) and (156) and (157) and (158) and (159) and (160) and (161) and (162) and (163) and (164) and (165) and (166) and (167) and (168) and (169) and (170) and (171) and (172) and (173) and (174) and (175) and (176) and (177) and (178) and (179) and (180) and (181) and (182) and (183) and (184) and (185) and (186) and (187) and (188) and (189) and (190) and (191) and (192) and (193) and (194) and (195) and (196) and (197) and (198) and (199) and (200) and (201) and (202) and (203) and (204) and (205) and (206) and (207) and (208) and (209) and (210) and (211) and (212) and (213) and (214) and (215) and (216) and (217) and (218) and (219) and (220) and (221) and (222) and (223) and (224) and (225) and (226) and (227) and (228) and (229) and (230) and (231) and (232) and (233) and (234) and (235) and (236) and (237) and (238) and (239) and (240) and (241) and (242) and (243) and (244) and (245) and (246) and (247) and (248) and (249) and (250) and (251) and (252) and (253) and (254) and (255) and (256) and (257) and (258) and (259) and (260) and (261) and (262) and (263) and (264) and (265) and (266) and (267) and (268) and (269) and (270) and (271) and (272) and (273) and (274) and (275) and (276) and (277) and (278) and (279) and (280) and (281) and (282) and (283) and (284) and (285) and (286) and (287) and (288) and (289) and (290) and (291) and (292) and (293) and (294) and (295) and (296) and (297) and (298) and (299) and (300) and (301) and (302) and (303) and (304) and (305) and (306) and (307) and (308) and (309) and (310) and (311) and (312) and (313) and (314) and (315) and (316) and (317) and (318) and (319) and (320) and (321) and (322) and (323) and (324) and (325) and (326) and (327) and (328) and (329) and (330) and (331) and (332) and (333) and (334) and (335) and (336) and (337) and (338) and (339) and (340) and (341) and (342) and (343) and (344) and (345) and (346) and (347) and (348) and (349) and (350) and (351) and (352) and (353) and (354) and (355) and (356) and (357) and (358) and (359) and (360) and (361) and (362) and (363) and (364) and (365) and (366) and (367) and (368) and (369) and (370) and (371) and (372) and (373) and (374) and (375) and (376) and (377) and (378) and (379) and (380) and (381) and (382) and (383) and (384) and (385) and (386) and (387) and (388) and (389) and (390) and (391) and (392) and (393) and (394) and (395) and (396) and (397) and (398) and (399) and (400) and (401) and (402) and (403) and (404) and (405) and (406) and (407) and (408) and (409) and (410) and (411) and (412) and (413) and (414) and (415) and (416) and (417) and (418) and (419) and (420) and (421) and (422) and (423) and (424) and (425) and (426) and (427) and (428) and (429) and (430) and (431) and (432) and (433) and (434) and (435) and (436) and (437) and (438) and (439) and (440) and (441) and (442) and (443) and (444) and (445) and (446) and (447) and (448) and (449) and (450) and (451) and (452) and (453) and (454) and (455) and (456) and (457) and (458) and (459) and (460) and (461) and (462) and (463) and (464) and (465) and (466) and (467) and (468) and (469) and (470) and (471) and (472) and (473) and (474) and (475) and (476) and (477) and (478) and (479) and (480) and (481) and (482) and (483) and (484) and (485) and (486) and (487) and (488) and (489) and (490) and (491) and (492) and (493) and (494) and (495) and (496) and (497) and (498) and (499) and (500) and (501) and (502) and (503) and (504) and (505) and (506) and (507) and (508) and (509) and (510) and (511) and (512) and (513) and (514) and (515) and (516) and (517) and (518) and (519) and (520) and (521) and (522) and (523) and (524) and (525) and (526) and (527) and (528) and (529) and (530) and (531) and (532) and (533) and (534) and (535) and (536) and (537) and (538) and (539) and (540) and (541) and (542) and (543) and (544) and (545) and (546) and (547) and (548) and (549) and (550) and (551) and (552) and (553) and (554) and (555) and (556) and (557) and (558) and (559) and (560) and (561) and (562) and (563) and (564) and (565) and (566) and (567) and (568) and (569) and (570) and (571) and (572) and (573) and (574) and (575) and (576) and (577) and (578) and (579) and (580) and (581) and (582) and (583) and (584) and (585) and (586) and (587) and (588) and (589) and (590) and (591) and (592) and (593) and (594) and (595) and (596) and (597) and (598) and (599) and (600) and (601) and (602) and (603) and (604) and (605) and (606) and (607) and (608) and (609) and (610) and (611) and (612) and (613) and (614) and (615) and (616) and (617) and (618) and (619) and (620) and (621) and (622) and (623) and (624) and (625) and (626) and (627) and (628) and (629) and (630) and (631) and (632) and (633) and (634) and (635) and (636) and (637) and (638) and (639) and (640) and (641) and (642) and (643) and (644) and (645) and (646) and (647) and (648) and (649) and (650) and (651) and (652) and (653) and (654) and (655) and (656) and (657) and (658) and (659) and (660) and (661) and (662) and (663) and (664) and (665) and (666) and (667) and (668) and (669) and (670) and (671) and (672) and (673) and (674) and (675) and (676) and (677) and (678) and (679) and (680) and (681) and (682) and (683) and (684) and (685) and (686) and (687) and (688) and (689) and (690) and (691) and (692) and (693) and (694) and (695) and (696) and (697) and (698) and (699) and (700) and (701) and (702) and (703) and (704) and (705) and (706) and (707) and (708) and (709) and (710) and (711) and (712) and (713) and (714) and (715) and (716) and (717) and (718) and (719) and (720) and (721) and (722) and (723) and (724) and (725) and (726) and (727) and (728) and (729) and (730) and (731) and (732) and (733) and (734) and (735) and (736) and (737) and (738) and (739) and (740) and (741) and (742) and (743) and (744) and (745) and (746) and (747) and (748) and (749) and (750) and (751) and (752) and (753) and (754) and (755) and (756) and (757) and (758) and (759) and (760) and (761) and (762) and (763) and (764) and (765) and (766) and (767) and (768) and (769) and (770) and (771) and (772) and (773) and (774) and (775) and (776) and (777) and (778) and (779) and (780) and (781) and (782) and (783) and (784) and (785) and (786) and (787) and (788) and (789) and (790) and (791) and (792) and (793) and (794) and (795) and (796) and (797) and (798) and (799) and (800) and (801) and (802) and (803) and (804) and (805) and (806) and (807) and (808) and (809) and (810) and (811) and (812) and (813) and (814) and (815) and (816) and (817) and (818) and (819) and (820) and (821) and (822) and (823) and (824) and (825) and (826) and (827) and (828) and (829) and (830) and (831) and (832) and (833) and (834) and (835) and (836) and (837) and (838) and (839) and (840) and (841) and (842) and (843) and (844) and (845) and (846) and (847) and (848) and (849) and (850) and (851) and (852) and (853) and (854) and (855) and (856) and (857) and (858) and (859) and (860) and (861) and (862) and (863) and (864) and (865) and (866) and (867) and (868) and (869) and (870) and (871) and (872) and (873) and (874) and (875) and (876) and (877) and (878) and (879) and (880) and (881) and (882) and (883) and (884) and (885) and (886) and (887) and (888) and (889) and (890) and (891) and (892) and (893) and (894) and (895) and (896) and (897) and (898) and (899) and (900) and (901) and (902) and (903) and (904) and (905) and (906) and (907) and (908) and (909) and (910) and (911) and (912) and (913) and (914) and (915) and (916) and (917) and (918) and (919) and (920) and (921) and (922) and (923) and (924) and (925) and (926) and (927) and (928) and (929) and (930) and (931) and (932) and (933) and (934) and (935) and (936) and (937) and (938) and (939) and (940) and (941) and (942) and (943) and (944) and (945) and (946) and (947) and (948) and (949) and (950) and (951) and (952) and (953) and (954) and (955) and (956) and (957) and (958) and (959) and (960) and (961) and (962) and (963) and (964) and (965) and (966) and (967) and (968) and (969) and (970) and (971) and (972) and (973) and (974) and (975) and (976) and (977) and (978) and (979) and (980) and (981) and (982) and (983) and (984) and (985) and (986) and (987) and (988) and (989) and (990) and (991) and (992) and (993) and (994) and (995) and (996) and (997) and (998) and (999) and (1000) and (1001) and (1002) and (1003) and (1004) and (1005) and (1006) and (1007) and (1008) and (1009) and (1010) and (1011) and (1012) and (1013) and (1014) and (1015) and (1016) and (1017) and (1018) and (1019) and (1020) and (1021) and (1022) and (1023) and (1024) and (1025) and (1026) and (1027) and (1028) and (1029) and (1030) and (1031) and (1032) and (1033) and (1034) and (1035) and (1036) and (1037) and (1038) and (1039) and (1040) and (1041) and (1042) and (1043) and (1044) and (1045) and (1046) and (1047) and (1048) and (1049) and (1050) and (1051) and (1052) and (1053) and (1054) and (1055) and (1056) and (1057) and (1058) and (1059) and (1060) and (1061) and (1062) and (1063) and (1064) and (1065) and (1066) and (1067) and (1068) and (1069) and (1070) and (1071) and (1072) and (1073) and (1074) and (1075) and (1076) and (1077) and (1078) and (1079) and (1080) and (1081) and (1082) and (1083) and (1084) and (1085) and (1086) and (1087) and (1088) and (1089) and (1090) and (1091) and (1092) and (1093) and (1094) and (1095) and (1096) and (1097) and (1098) and (1099) and (1100) and (1101) and (1102) and (1103) and (1104) and (1105) and (1106) and (1107) and (1108) and (1109) and (1110) and (1111) and (1112) and (1113) and (1114) and (1115) and (1116) and (1117) and (1118) and (1119) and (1120) and (1121) and (1122) and (1123) and (1124) and (1125) and (1126) and (1127) and (1128) and (1129) and (1130) and (1131) and (1132) and (1133) and (1134) and (1135) and (1136) and (1137) and (1138) and (1139) and (1140) and (1141) and (1142) and (1143) and (1144) and (1145) and (1146) and (1147) and (1148) and (1149) and (1150) and (1151) and (1152) and (1153) and (1154) and (1155) and (1156) and (1157) and (1158) and (1159) and (1160) and (1161) and (1162) and (1163) and (1164) and (1165) and (1166) and (1167) and (1168) and (1169) and (1170) and (1171) and (1172) and (1173) and (1174) and (1175) and (1176) and (1177) and (1178) and (1179) and (1180) and (1181) and (1182) and (1183) and (1184) and (1185) and (1186) and (1187) and (1188) and (1189) and (1190) and (1191) and (1192) and (1193) and (1194) and (1195) and (1196) and (1197) and (1198) and (1199) and (1200) and (1201) and (1202) and (1203) and (1204) and (1205) and (1206) and (1207) and (1208) and (1209) and (1210) and (1211) and (1212) and (1213) and (1214) and (1215) and (1216) and (1217) and (1218) and (1219) and (1220) and (1221) and (1222) and (1223) and (1224) and (1225) and (1226) and (1227) and (1228) and (1229) and (1230) and (1231) and (1232) and (1233) and (1234) and (1235) and (1236) and (1237) and (1238) and (1239) and (1240) and (1241) and (1242) and (1243) and (1244) and (1245) and (1246) and (1247) and (1248) and (1249) and (1250) and (1251) and (1252) and (1253) and (1254) and (1255) and (1256) and (1257) and (1258) and (1259) and (1260) and (1261) and (1262) and (1263) and (1264) and (1265) and (1266) and (1267) and (1268) and (1269) and (1270) and (1271) and (1272) and (1273) and (1

Wellington Anti-Screen Films.

Best for Interiors and Snapshots
Colour Values without a Screen
at your dealers.

ALFRED LOCK & COMPANY
74, Queen's Road, Central.

G. FALCONER & CO., (HONG KONG) LTD.
WATCHMAKERS & JEWELLERS
DIAMOND MERCHANTS.
Union Building (Opposite G.P.O.)

Agents for:—ADMIRALTY CHARTS,
ROSS'S BINOCULARS and TELESCOPES,
KELVIN'S NAUTICAL INSTRUMENTS,
ENGLISH SILVERWARE, direct from Manufacturers.
High Class English Jewellery.

GAME

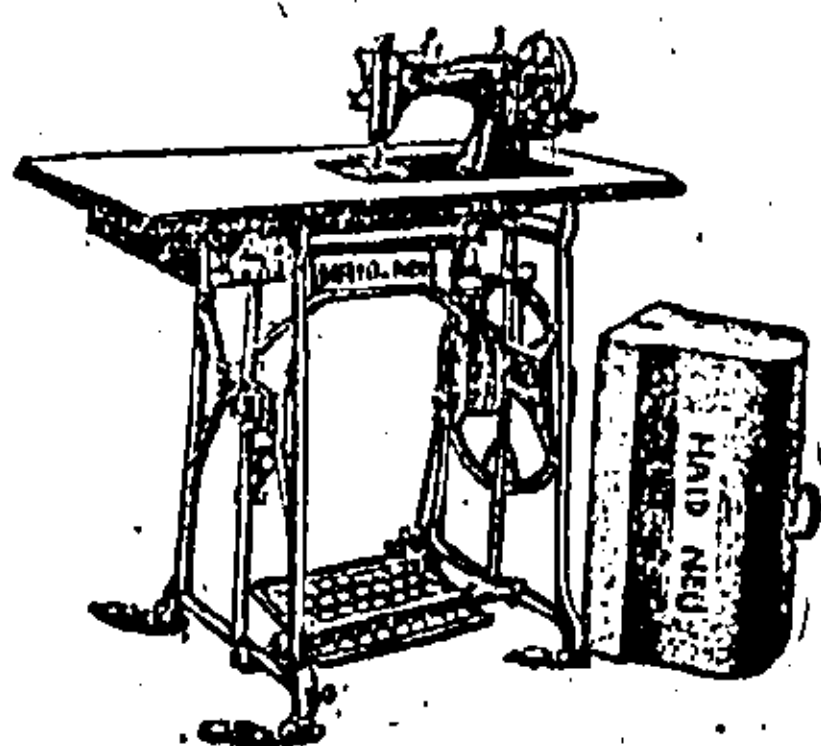
A Fresh shipment just received.

COCK PHEASANT	\$1.50 each
HEN	\$1.10 "
SNIPES	.35 "
PIGEON	.40 "
TEAL DUCK	.50 "
WILD DUCK	\$1.00 "

Same High Quality.

Dairy Farm Ice & Cold Storage Co., Ltd.

THE IDEAL SEWING MACHINE FOR THE HOME



HAID & NEU
ALL NICKEL-PLATED
Easy, noiseless running.
Sewing forwards & backwards.
Easy and extensive regulation
of the tensions.
All Spare parts in Stock.
For further particulars
apply to
BITZER & CO.
Queen's Building,
Ice House Street, 2nd floor.
Tel. C. 4655.
Sole Importers for Hong Kong
& South China.

SKILLED WORK IN DRY-CLEANING AND DYEING. INTRODUCTORY OPENING RATES. GREAT REDUCTIONS AT FINISH PROMPT SERVICE

NEW DEPOT
32, Wyndham Street, (Glennally Building).

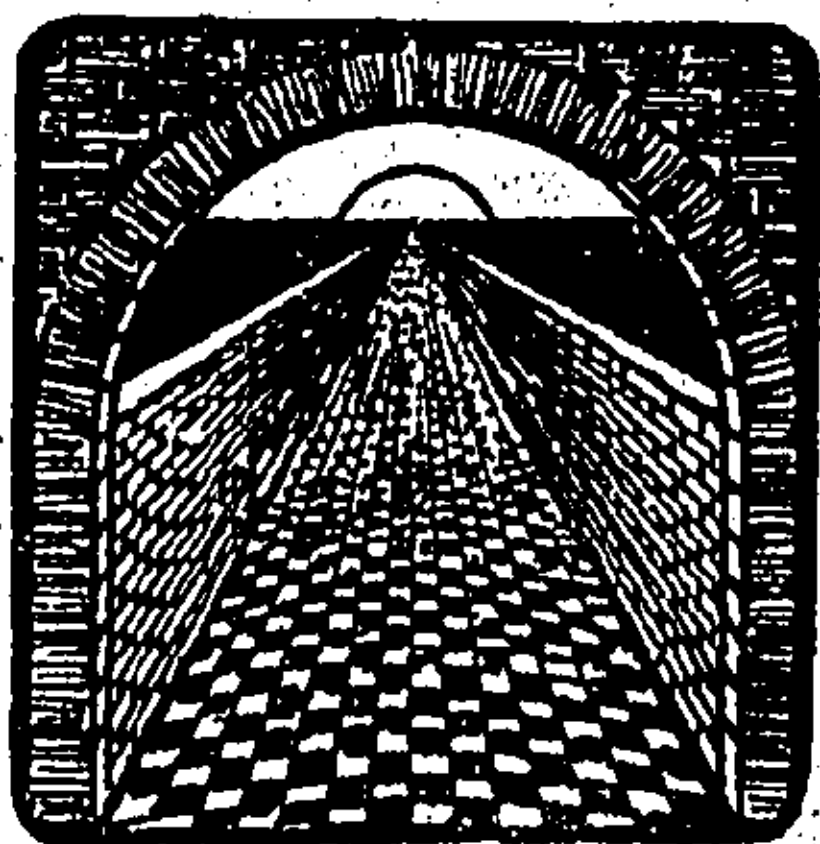
SUN HOW WAH CO.

華 巧 新
DRY-CLEANERS AND DYERS.

Established 1913.
495, Nathan Road (Yaumati). Tel. K. 824.
232, Des Voeux Road C. Tel. C. 5787.
75, Queen's Road C. 32, Wyndham Street.
Ho Tung Bldg., Queen's Road C.

KAIPING HOUSEHOLD COAL

In Lots of not
less than
1/2-ton—
Delivered to
Peak District
(above Bowen
Road), \$23.00
per ton.
Delivered to
Bowen Road
and Lower
Levels, \$21.00
per ton.
Delivered to
Pokfulam
Road, \$23.00
per ton.
Delivered to
Kowloon, \$19.00
per ton.



Orders should
be sent in writing
at least 24
hours before
the Coal is re-
quired.
All orders
must be accom-
panied by Cash,
Cheque, or
Comproder.
Order payable
to "The Kailan
Mining Ad-
ministration."

THE KAILAN MINING ADMINISTRATION.

Head Office:—TIENHSIN.
DODWELL & CO., LTD., Agents, Hong Kong.

CHOY HEONG

MANUFACTURER OF PRESERVED GINGER AND FRUIT.

Established For More Than Forty Years.
Office:—No. 90, Bonham Street, Hong Kong. Tel. C. 1824.
Factory:—1A, Sham Chun Street, Mong Kok. Tel. K. 466.

MEDICINE

THE POINTS OF THE PROFESSION

A REVIEW

[Continued from Yesterday]

Additional degrees and diplomas are important factors in securing election to the visiting staff of a large hospital, and a few remarks about them may be made here. Beyond the qualifications, such as Bachelor or Licentiate, which admit to the "Medical Register," most of the licensing bodies bestow higher titles, such as Doctor, Master, or Fellow, after further tests. A considerable number of those who have graduated M.B., including many general practitioners, proceed later to the doctorate, and the possession of an M.D. degree is certainly advantageous to anyone in consulting medical practice. When applying for the post of physician to a hospital it is always useful, and may be obligatory, to hold also the Membership of one of the three Royal Colleges of Physicians, according to the part of the British Isles in which the hospital is situated. So, too, the Fellowship of one of the three Royal Colleges of Surgeons should be obtained by those seeking surgical appointments, and the degree of Master of Surgery is an added distinction. There are also diplomas in a growing number of special branches of work—such as public health, tropical medicine, ophthalmology, laryngology, radiology, tuberculosis, and psychological medicine—which are superfluous for most practitioners, but useful or even indispensable for those who intend to devote themselves to one or other of these subjects. It should perhaps be noted here that of the many diplomas in special subjects granted by licensing bodies only those in public health, sanitary science, and State medicine are at present admissible for entry in the official "Medical Register," though other special diplomas may, of course, be included among the particulars of qualification in the "Medical Directory," published by Messrs. J. and A. Churchill.

A comparatively new feature of medical life, more especially seen in the larger industrial towns of the North of England, is the presence of a growing number of general practitioner specialists, who combine ordinary panel practice with well surgical or other special work in well-equipped local hospitals which admit patients in different categories according to their means. Though the fees are small compared with those earned by operating surgeons and specialists in London, the work is by no means unremunerative, and it adds a great deal to the interest of the daily round.

Financial and Social Aspects

The pecuniary disadvantages of medicine as a profession are the long and costly training, the time of waiting after qualification before the practitioner can count upon an adequate income, and the heavy working expenses in proportion to his gross earnings. On the other hand, the medical profession affords a fairly certain means of livelihood, with unrivalled opportunities for the exercise of the highest intellectual powers in the service of others. The counterpart of the briefless barrister is practically unknown in medicine. But while no doctor who is willing and able to work need starve, it should be clearly grasped by all who think of adopting it as a career that medicine is a path to fortune only for the few, and anyone who enters it with the sole idea of making money has mistaken his calling. The distinguishing feature of a liberal profession in contrast with a trade is that it is followed more for the general good than for individual profit; the main reward of the medical life is the knowledge of good work well done. Whatever the branch of medical work chosen, there are few doctors who become what a business man would consider even moderately rich by the practice of their profession. Yet, if medicine, from the financial point of view, offers to the majority little more than the means of livelihood, in its social and intellectual aspects the prospect is far brighter. The practitioner's lot is unlike that of many whose common business gives little scope to the higher faculties of the mind; for it is his duty and his privilege to live in, and by the constant exercise of his intellectual powers. Moreover, the culture which once belonged to the physician alone has spread into all ranks of the profession. The steady improvement in the education, general as well as technical, of the practitioner has added much to his influence with the public, and has been a large factor in raising his social status. During the seventy years that have passed since the General Medical Council was constituted

MONEY AND SHARES

On London—	
Bank wire	2/-
Bank on demand	2/- 1/15
Bank 30 days' sight	—
Bank 4 months' sight	2/- 1/4
Credit 4 months' sight	2/1
Documentary 4 months' sight	2/1 1/2
On Paris—	
On demand	124 1/2
Credit 4 months' sight	131 1/2
On Berlin—	
On demand	—
On New York—	
On demand	48 1/2
Credit, 60 days' sight	50 1/4
On Bombay—	
Wire	133
On demand	133
On Calcutta—	
Wire	133
On demand	133
On Singapore—	
On demand	86 1/2
On Manila—	
On demand	97 1/4
On Shanghai—	
On demand	78 1/2
30 days' sight (private paper)	—
On Yokohama—	
On demand	106 1/4
Gold Leaf, 100 fine (per tael)	—
Sovereigns (Bank's buying rate)	9.60
Silver (per oz.)	26 1/16
Bar Silver in Hong Kong	2 1/4 Prem.
Copper Cash	Nominal
Chinese Copper Cents	6% Prem.
Rate of Native Interest	7% p.a.
Chinese Sub. Coin	30 1/4% dis.
Hong Kong Sub. Coin	Par.

LONDON EXCHANGES.

London, Yesterday.	
Paris	124.10
New York	4.84 31/32
Brussels	34.91
Geneva	25.22
Amsterdam	12.09 1/4
Milan	92.70
Berlin	20.40 1/2
Stockholm	18.14
Copenhagen	18.18
Oslo	18.19
Vienna	34.63
Prague	163 1/4
Helsingfors	192 1/4
Madrid	29.68 1/2
Lisbon	109 1/4
Athens	37 1/2
Bucharest	80 1/4
Rio	5 29/32
Buenos Aires	47 15/32
Bombay	1/8 1/32
Shanghai	2/6 3/4
Hong Kong	2
Yokohama	1/10 15/32
Silver Spot	26 1/16
Silver Forward	26 3/16

—British Wireless Service.

under the first Medical Act. A family doctor of the kind that is well styled "the backbone of the profession" holds an excellent position among his neighbours, and is the friend and confidant as well as the medical adviser of many of his patients. Many men go further, and take a leading part in the public life of their district. There are conspicuous instances within our knowledge of the good work in this direction that has been accomplished during an arduous professional career. A proof of the special value of a medical training is the way in which it fits men for leadership among their fellows.

Professional Organization

It is a sound rule of conduct that the new practitioner should associate himself as cordially as possible with neighbouring colleagues. The spirit of comradeship, which contributes so much to the value and happiness of undergraduate study, should be preserved, both for its own sake and because in these days no doctor, whatever his position or the nature of his work, can safely stand aside from his fellows. Individuals and isolated groups of practitioners are always handicapped when they attempt to defend their interests against organized bodies, whether these are Government departments, local authorities, or bodies of workmen. In the ordinary course of work the individual doctor is well able to deal with the individual patient and the patient's friends, but he cannot hope to engage successfully in single combat with outside organizations. Apart, however, from such motives of self-interest, every one of us owes a duty to his profession, and the man who holds himself aloof from his brethren falls in the end by so much lessens the power and dignity of medicine. Medical men and women must therefore band themselves together, and the first step after registration should be to become an active member of the British Medical Association. Besides having behind him the machinery and the influence of a world-wide professional body, a young practitioner will find in the meetings of his local Division, and in the Annual Meetings of the

T.T. on London	2/-
T.T. on Shanghai	78 1/4

Banks

Hong Kong Bank	\$1850 s 1840 sa
H.K. London Reg.	\$147 1/2 n
Chartered Bank	\$22 1/4 b
Mercantile A. & B.	\$34 n
Mercantile C.	\$14 1/4 n
P. & O. Bank	\$9 1/4 n
Bank of East Asia	\$89 b

Insurances

Canton Insurance	\$682 1/2 b
Union Insurance	\$370 n
North China Insurance	\$7180 b
Yangtze Insurance	\$1850 n
China Underwriters	\$2 1/4 s
China Fire Insurance	\$280 b
H.K. Fire Insurance	\$785 n

Shipping

Douglases	\$37 1/4 s
H.K. Steamboats	\$27 1/4 s
H.K. Tugs & Lighters	\$140 n
Indo-China (Pref.)	\$50 b
Indo-China (Def.)	\$90 n
Shell Transports	\$6/- n
Shell Transports (new)	\$3/- n
Union Water-Boats	\$24 n

Mining

Benguet	\$240 b
Kailan Mining Ad.	\$70/- n
Langkats (Comb.)	\$11 1/4 b
Langkats (Single)	\$76 n
Shanghai Explorations	\$290 b
Shanghai Loans	\$3.10 b
Rauba	\$5 1/4 n
Tromoh Mines	\$17/8 n
Docks, Wharves, Godowns, &c.	
H.K. & K. Wharves	\$132 1/2 b
H.K. & W. Docks	\$40 1/2 n
China Providents	\$5 b 5/20 s
Hongkows	\$164 b
New Engineerings	\$76 1/4 n
Shanghai Docks	\$7106 b

Cotton Mills

Ewo Cottons	\$12.80 b 13.10 s 13 sa
Oriental Cottons	\$22.20 s
Shanghai Cottons (Old)	\$165 1/4 b
Shanghai Cottons (New)	\$132 b

Lands, Hotels & Buildings

H.K. & S. Hotels	\$9 b 9 1/4 s
H.K. Lands	\$85 n
Shanghai Lands	\$7165 b
Humphreys' Estates	\$14.80 b
H.K. Realities	\$8.45 b 8.70 s
H.K. Territorials	—
Prince's Buildings	—

Public Utilities

H.K. T'ways	\$20.35 b
Peak Trams (old)	\$13 s
Peak Trams (new)	\$6.30 n
Star Ferries	\$73 1/2 s
China Lights (comb.)	—
China Lights (old)	\$12 b 12 1/4 sa

China Lights (new)

China Lights 1928 issue	—
H.K. Electric (old)	\$54 sa
E'tric (new)	\$52 1/4 n
Macao Electric	\$26 1/4 b
H.K. Telephones	\$6.90 sa old
	\$6.80 n new

China Buses

China Buses	\$11 1/4 b
Singapore Tractions	\$11/6 n
Singapore Pref.	\$17/6 b 18/3 s
Sandakan Ltd.	\$5 n

Industrials

China Sugars	\$1 b
Malabon Sugars	\$23 1/2 b
Canton Ices	\$3 1/2 n
Cements (comb.)	\$9.70 b 10 s
Cements (old)	\$7.80 n
Cements (new)	\$1 1/2 b
H.K. Ropes (old)	\$6.90 b
Hong Kong Ropes (new)	\$6.85 b
United Asbestos	\$5 n

Stores, &c.

Dairy Farms	\$21 1/4 s
Watsons	\$13.10 b 13.30 s
Der A. Wings	\$0 cts. b
Lane, Crawfords	\$5.05 s
Mackintoshes	\$20 n
Sinceres	\$9 1/4 b
Wm. Powells	\$3.65 n

Miscellaneous

Hong Kong Amusements	\$27 1/4 s
Hong Kong Constructions	\$1 1/2 n
B. Ind. G. Bonds	68 1/2 n
H.K. Govt. Loans	5% s Prem.

Association, held in large medical

centres, many opportunities for keeping abreast of new work in medicine and for friendly intercourse with colleagues. One other thing that no new graduate should fail to do is to join immediately one of the professional societies which for a small yearly sum undertake individual legal defence of their members. It is sheer folly to put this off, even for a day. The need for protection may arise out of the first case attended in hospital or in private practice.

The British Medical Association was founded in 1832 to promote the medical sciences and to maintain the honour and interests of the profession. The Association, with Branches throughout the British Empire and a membership of more than 84,000, is the only body that can act for the profession as a whole and speak in its name. The record of nearly six years' work shows that vocational organization, wisely directed, can combine service for its members with service for the public. Much remains to be done in both ways, and those who are now entering the profession must not merely consolidate the ground won, but press forward. Every medical man and woman should try to take a share in some at least of the various movements, scientific, or social or political, with which the Association has identified itself.



"BEAR BRAND" NATURAL MILK.

Is a nourishing infants' food containing all the elements necessary for Baby's good health and growth.

Sole Agents for Hong Kong and South China

A. B. MOULDER & CO., LTD.

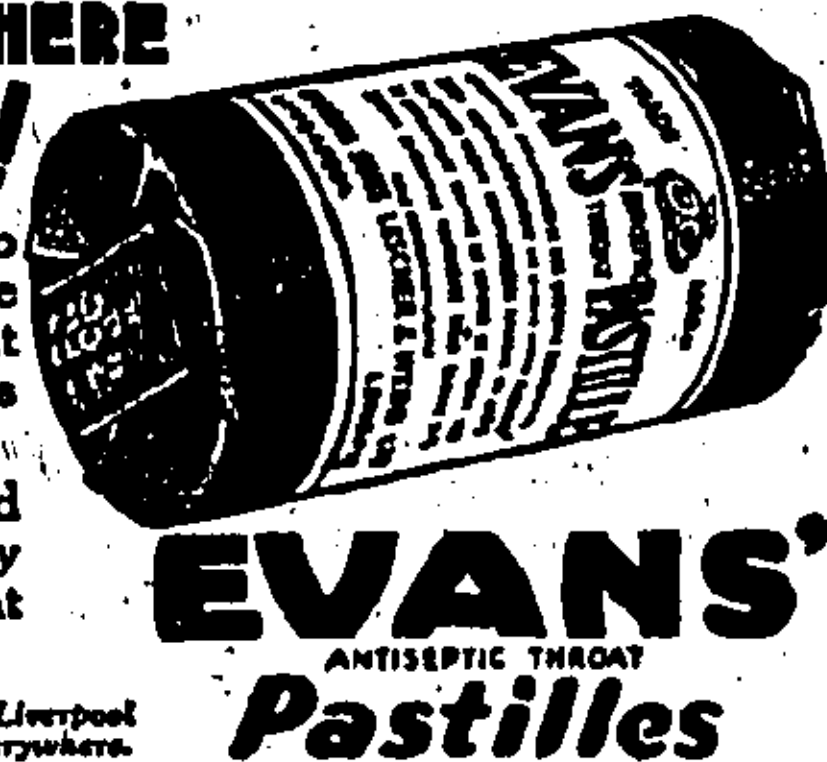
China Building,
Hong Kong.

STOP COUGHS WHERE THEY START!

EVANS' PASTILLES go right to the root of the trouble, killing the germs that lurk in the innermost recesses of the nose, throat and chest.

Safeguard your health and that of your children always by having them ready to use at the first sign of a cold.

Made in England on the formula of the Liverpool Throat Hospital and sold by Chemists everywhere.



ILLUSTRATED!

ILLUSTRATED !!

ILLUSTRATED !!!

A WEL'S PAPERS IN ONE. OVERLAND CHINA MAIL

PICTURES of all local events
are shown in the
OVERLAND CHINA MAIL.

CHINA NEWS, LOCAL NEWS
and all the NEWS.

The Weekly paper that saves you
the trouble of writing Home.

Abundant interest is still being displayed at Home in developments in China and in Hong Kong, such being reflected in questions in the House of Commons.

This week's news covers a wide range of variety. Much has occurred. From the point of view of the reading public in other parts of the world, perhaps, the most pleasing is the confirmed report of the capture of men suspected to have taken part in the piracy of the British s.s. "Anking," in which two Britons and a Chinese lost their lives.

All the week's news — "local" and "China" — with pictures, will be found in the "Overland China Mail," the weekly edition of the "China Mail" and the only illustrated weekly budget of news published in Hong Kong.

RESIDENTS BACK FROM LEAVE

Many residents have just returned to Hong Kong after holidays at Home and elsewhere. For the first few days one's conscience can be calmed by thoughts that time is needed to unpack and to get settled down again. Then that letter must go.

What you have to say for yourself! No one else can write for you; but if you want to ease anxiety as to what is happening out here that is a task that the "Overland China Mail" will do for you as it has invariably done in the past.

How many times were you "stumped" when somebody asked you about conditions in China? Show that you are at least thoughtful by sending them a copy of the "Overland." That will tell them all they want to know.

READY NOW.

Mail via Suez closes at 9.30 a.m. on Saturday.
and via Siberia at 9.00 a.m. on Sunday.

SINGLE COPY 25 Cents.

(Sold on the streets and at the bookstalls or you can send your subscription to the office.—H.K. \$12 per annum, or \$15 including postage abroad, half-yearly, quarterly, or special periods, per rate.)
No. 3A, WYNDHAM STREET—PHONE C.22

"THE OVERLAND CHINA MAIL"

Sport Columns

SCOTTISH CUP—2ND ROUND

ON SATURDAY WEEK

CELTC AT HOME

London, Yesterday.
Following is the draw for the second round of the Scottish Cup, to be played on February 2:—
Third Lanark v. St. Mirren.
Rangers v. Partick.
Murrayfield v. Arbroath.
Aberdeen v. Queen's Park.
Clyde v. Hamilton.
Bathgate v. Beith or Raith.
Albion Rovers v. Dunkeld or Clackmannan.
Kilmarnock v. Boness.
Breadalbane or Brechin City v. Dundee.
Celtic v. East Stirling.
Cowdenbeath v. Airdrieonians.
Fraserburgh v. Dumbarton.
Queen of South or Inverness Caledonians v. Falkirk.
Stenhousemuir v. Dundee United.
Ayr v. Armadale.
St. Johnstone v. Motherwell.
The Replays
In first round replays yesterday East Stirling beat Alloa 2-1 and King's Park lost to Dundee 1-5.—Reuter.

SOCCER

"INTERPORT TRIAL" TEAM WINS

MORE SUSPENSIONS

An "Interport trial" team, with two substitutes, defeated a Services eleven yesterday by five goals to four. Fung King-cheung, South China, got four for the winners.

Next Trial

The following have been selected to play on Wednesday next in a further trial game:—

Clarke; Wynne and Bishop; Everest, McKelvie and Lam Yuk-ying; Barkham, Fung King-cheung, A. Gosano, Suen Kam-shun and Chan Kwong-lu.

Emergency Committee

At a meeting of the Emergency Committee on Friday last the following decisions were arrived at:—

R.A. v. South China "B" Junior Shield game on Jan. 12, 1929:—Davy of R.A. suspended until Nov. 1, 1929, for deliberately kicking an opponent. Walker of R.A. suspended for the "rest of the season" for ungentlemanly conduct toward the Referee at the close of the game.

Eastern v. Kowloon Junior League game on Jan. 5, 1929:—All of Eastern F.C. suspended for the "rest of the season" for striking an opponent.

CRICKET

H.K.C.C. 1ST XI. v. C.S.C.C. 1ST XI.

The following will play for the Hong Kong C.C. 1st XI. against the Civil Service C.C. on Saturday next at 2 p.m. on the H.K.C.C. ground:—

R. Hancock (Capt.), H. J. Armstrong, A. C. I. Bowker, Capt. A. N. Evers, A. W. Hayward, E. J. R. Mitchell, O. Moor, H. Owen Hughes, T. E. Pearce, H. V. Parker and Rev. E. K. Quick.

H.K.C.C. 2ND XI. v. C.S.C.C. 2ND XI.

The following will play for the Hong Kong C.C. 2nd XI. against the Civil Service C.C. 2nd XI. on Saturday next on the Civil Service C.C. ground:—

A. H. Gillingham (Capt.), K. H. Butler, G. E. R. Divett, L. A. R. Duncan, H. L. F. Ewin, H. Hampton, J. E. Hancock, N. L. H. Ralton, J. A. Summers, W. K. Tait and E. R. West.

THE DAVIS CUP

JAPANESE PLAYERS ARE PICKED

TWO INTERNATIONALS

Tokyo, Yesterday.
The All Japan Tennis Association has selected Yoshiro Ohta and Tamio Abe, two well-known internationals, and also Sadachi Onda, who is a resident in New York, to play in the American zone of the Davis Cup.—Reuter.

WOULD NOT QUIT

FAMOUS FIGHTS AND FIGHTERS

[By Robert Edgren]

Pete Latzo, former welter-weight champion and now fighting among the light-heavy-weights, accidentally had his jaw broken in the second round of a ten round bout with James J. Braddock. It was supposed to be a mere exercise gallop for Latzo, who has been boxing like a champion. But you never can tell about these "James J." fellows. They all seem to be fighters—James J. Corbett, James J. Jeffries, James J. Tunney—and now James J. Braddock.

Latzo finished the ten rounds. The referee didn't know that his jaw was fractured. Latzo's own seconds didn't know it until the bout was over. Braddock didn't know it. The spectators didn't even suspect it. Which argues that Latzo commands a certain degree of gameness that is more or less admirable, although foolish. No man with a fractured jaw should be allowed to go on with a boxing bout, or be foolish enough to go on.

Criqui's Pluck

It has been done before, even when referees and seconds knew of the injury. Eugene Criqui, after knocking out Kilbane for the feather-weight championship, fought Johnny Dundee, who never had been known as a dangerously hard hitter. The bout had just begun when Dundee, throwing everything into a punch designed to give him an early lead, happened to catch Criqui on the chin and snap his jaw bone.

Criqui's jaw had been shattered in the war, and rebuilt by the clever French surgeons. It had lasted through several ring battles after the war. It was supposed to be better than the normal jaw, but evidently it wasn't.

Criqui was allowed to fight on, simply because he was a champion, had just won the title, and it seemed a shame to stop the bout and take his title away if he wanted to continue. He went the fifteen rounds with Dundee and lost the title anyway, on the decision. His game wasn't profitable. His synthetic jaw was a long time in healing, and when he tried to box again he had slipped back too far to do much because he had been boxing long before the war and was too old.

West's Remarkable Gameness
I remember a remarkable case of gameness among the old-timers. Tommy West was a great fighter until fighting luck suddenly deserted him. He fought the most desperate seventeen rounds on record against Tommy Ryan, for the world's middle-weight championship, at Louisville. Both men were down and nearly out several times during the fight.

Ryan tells me the worst beating he ever took was in the West fight. But Ryan won, because in the seventeenth West's eyes were closed and the referee stopped the bout.

West was a middle-weight, but fought heavy-weights. He had a bout with Marvin Hart, who afterwards beat Jack Johnson and claimed the heavy-weight title, and that West-Hart fight was just 25 days after the Tommy Ryan battle. West was knocked out by the heavy-weight in sixteen rounds. Then he went to Philadelphia and fought Young Peter Jackson, then a great coloured middle-weight.

West was whipping Peter when Peter, dazed, put his head down and charged into Tommy like a billygoat. The negro's head hit Tommy like a "battering" ram, cracking West's breast bone. After that injury West concluded that he was through with fighting and it was time to go back to his trade.

But he had a good offer to fight Joe Walcott, the "Giant Killer," in the National Sporting Club of London. West always had been able to whip Walcott. It was his specialty. I saw that fight. In the first round Walcott slipped aside with a peculiar trick he had that was some thing like the famous Fitzsimmons shift, and sunk a left hook into West's ribs over the heart. Before Tommy could move Walcott whipped in another hard left to the same spot. West seemed to wince for an instant. Then he smiled at Walcott and went on fighting.

Through the fifteen rounds Walcott attacked furiously, and at times West mixed with him, but I noticed that Tommy guarded his body carefully and although Walcott tried repeatedly he never was able to get another blow to the ribs through West's guard. And all through the fight West laughed at Walcott and kidded him. Once, when Walcott was pressing dangerously, West stepped back, grinned and dropped his hands. Walcott hesitated, wondering what trick that might be.

"Joe," asked Tommy, "did you ever read Darwin?"

"What's that—Darwin?" queried Walcott.

"If you ever read Darwin you'd know where you ought to be this evening," West went on.

"Wege's that, Mr. West?" asked Joe.

"Up in a tree with a tail on you," laughed West.

Walcott dropped his hands and laughed so hard that for a moment he forgot to fight, and West was out of a tough corner.

Tommy kidded and boxed his way through fifteen rounds. Joe took a close decision because he had forced the fighting and kept Tommy on the defence. West smilingly shook hands, turned, slipped out of the ring and walked to his dressing room on an upper floor. As he reached the door he pushed it open and fell headlong on the floor inside. They sent for the club doctor. I met the doctor when he came down a few minutes afterwards. He showed some annoyance—as much annoyance as a National Sporting Club official ever permits himself to show.

"Outrageous," he said to me. "That countryman of yours fought fifteen rounds with two badly broken ribs. Another blow on the same spot might have driven a splinter into his heart. I call it outrageous. He might have put the Club into the courts with a manslaughter case. He should have spoken to the referee at once. He should have resigned."

Not Quitters

"Resigning" never was a popular sport among American fighters. No more a popular sport among football players. In any rough man's game injuries are possible. There is no record list of the football players who have played through games with broken ribs, fractured collar bones, dislocated shoulders or knees that were yanked back, who have been knocked out momentarily, only to go back into the play headlong when the time limit was up. If there was such a list it would fill a few columns like this. I could fill one or two from recollection.

Bob Fitzsimmons was immune to all thought of injury. He smashed both hands on Jeffries, and then turned his right hand up to hit with the two knuckles still unbroken. He shattered his right hand hitting George Gardner on the side of the head, in the fourth round and sitting in his corner after the bell, twiddled his thumbs to make Gardner think the hand was all right. And as he rushed out for the next round he lunged at Gardner and missed him a few inches with a wild right swing. I dare say Bob wouldn't have landed that punch for a thousand dollars. He bluffed and out-boxed George, and won the light heavy-weight championship in

twenty rounds—his third world title.

Rocky Kansas was once stopped by Benny Leonard in eight rounds. Kansas had his arm broken in an early round, but went on as long as he could. No cripple could go far with Leonard, even if he had ribs like a horse and a concrete jaw, like Kansas.

These injuries aren't common in boxing. They amount to a very small percentage in thousands of bouts. And under boxing as regulated in these days by Boxing Commissions there are few instances in which a referee overlooks a serious injury and allows a bout to go on.

Among The "High-Brows"
Recalling Tommy West, mentioned above, Shakespeare was just a little light reading for him. His favourite authors were Plato and Aristotle in philosophy, Darwin in science, Victor Hugo and Edgar Allan Poe in fiction. West never mentioned this except to his close friends. In his day, a fighter whose reading went beyond the columns of the Police Gazette and Sporting Life was regarded as a freak.

Gene Tunney would have found his Shakespearean bent had advertising then. At that time Gene wasn't the original Shakespearean scholar among fighters. Jimmy Britt's hobby was Shakespeare. I remember when he came to New York to fight Terry McGovern, and one evening after the fight he quoted Shakespeare to me with a break for about six hours. He was "on the level with it," too, in public. In public Jim's statements were limited to an offer to knock Bat Nelson for a loop six times a week and twice on Sunday.—"Topical Times."

HANKOW PROTESTS

AGAINST ACTION OF JAPANESE

CHINESE HELD

Hankow, Yesterday.
Following on the arrest of Japanese marines of several Chinese pickets in what was alleged to be a Police launch, the Foreign Ministry has made a statement this morning denying that the launch was the property of the river police and pointing out that it was a public launch, though sometimes hired by the police, who have no connection with the launch at present.

Regarding the detention of the Chinese pickets and the launch, the Commissioner for Foreign Affairs at Hankow has made a strong protest to the Japanese Consul-General but he still refuses to surrender them to the Chinese authorities. The Commissioner has telegraphed to the Nanking Foreign Ministry asking for instructions as to the next step.

No Change

The situation is unchanged and picketing continues in desultory fashion. An added feature to-day was the appearance of all rich shans in the streets with bannerets anti-Japanese inscriptions.—Reuter.

SHARING A SHOP

SISTERS SELL THEIR GOODS ON DIFFERENT DAYS

At a meeting of creditors of Marion Josephine Moore, milliner and costumier, of Barker-street, and Constitution-hill, Birmingham, it was disclosed that she became joint tenant with her sister of the Barker-street premises.

Each sister carried on a separate similar business and each had exclusive possession of the shop on stated days in alternate weeks. On these days the stock of the other sister was put on one side.

Clerk at Clarendonwell Police Court to man charged with drunkenness: Did a doctor see you?—Man: I don't know. Mr. Dummett, the magistrate: Perhaps you saw two doctors.

Willenden magistrate, to a man making a declaration: Can you say why you were not registered at birth?—No. I was not old enough to remember.

ON A SOVIET SHIP

DANCES AND VODKA FOR BRITISH WORKMEN

COMMUNIST PROPAGANDA

Russian sailors during the period their ships are in British ports lose no opportunities of endeavouring to influence British dockside workers in favour of the Communist movement, and inquiries I have made show that every effort is made to encourage "fraternisation" when the ships are waiting in the Liverpool docks, writes the "Morning Post's" Liverpool correspondent.

The ships, which bring oil cake, sunflower seed cake, and timber, and take back to Russia cotton and electrical machinery, are often two or three weeks in dock, and during that time between six and seven hundred British dockers and ship-repairers may be engaged in handling the cargo or working about the ship. These Englishmen are always welcome to go on board after they have finished their work, and are entertained with food and vodka. There is also music from pianos played by the Russian sailors or from gramophones to help the British workers to relax and become friendly, and occasionally the men and women—nearly every Russian ship carries women sailors—indulge in dancing.

Jays of the Life

In between times the Russians point out the joys of the life in a Russian ship compared with that in a British ship, and urge the Englishmen to join the Communist Party. As a committee of four is in charge of the discipline of a Russian ship and a seven-hour day is worked, the conditions sound alluring, but despite this it is stated that few Englishmen are induced to become Communists. They prefer to hold on to the improvements in their conditions gained in the recognized British manner rather than chase the Russian Communist millennium.

"I have been in one of the saloons when the Russians have been having a musical evening," said a high port official to me. "There is constantly music from either the piano or the gramophone, and the men dance. Firemen come up from the stokehold, and join in for a short time and disappear again. On the table are supplies of vodka and meat for hosts and guests. The crews of Russian ships are always larger than those of British ships of similar tonnage. They only work a seven-hour day—3½ hours before and after lunch—and have much leisure time."

"But, despite all their cleverness, it is uphill work for the Russians, and the number of their converts small. The British dockers know when he is well off."

STAR THEATRE.

TO-NIGHT AT 9.15 p.m. FRED COYNE'S MUSICAL COMEDY COMPANY

To-night Only. "BLUE BIRDS"

FRI. & SAT. "ON THE ROAD"

SUN. & MON. "SOMETHING DOING"

Entire Change of Programme Alternate Nights. Prices \$3, \$2 & \$1. Booking At Moutries & Theatre.



Tel. C. 2221

Tel. C. 4821

WURM'S "STOMACH DOCTOR"

THE BEST BITTER FOR THE STOMACH.

EATING WITHOUT APPETITE:

drink one liquor-glass "WURM" before repast.

FOR DEFICIENT DIGESTION:

drink one liquor-glass "WURM" after repast.

FOR DISORDER OF THE STOMACH:

drink two liquor-glasses "WURM" at all times.

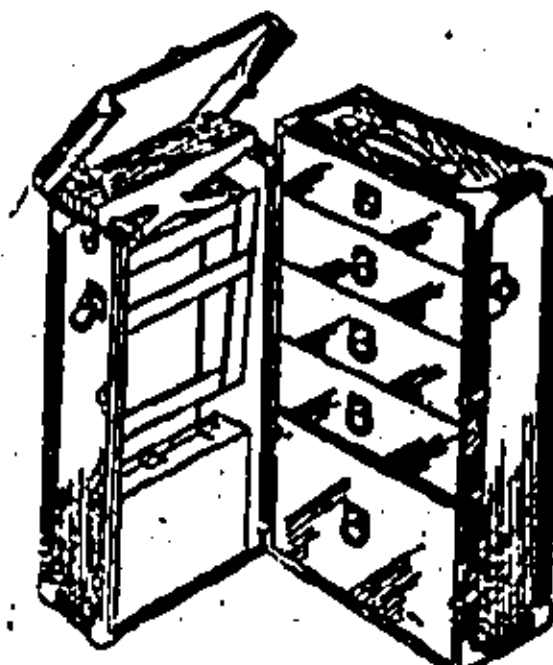
BEFORE DINNER, AND BEFORE GOING TO BED ONE "WURM" IS THE BEST REMEDY FOR ALL DISORDERS OF THE STOMACH.

Obtainable at

THE WING ON CO., LTD.

NEW SHIPMENT OF

TRUNKS



Moderately Priced.

YEE SANG FAT CO.

The store that saves you money.

CHY LOONG.

NEW SEASON PRESERVED GINGER.

Best quality—Prompt attention to Exporters.

Office:—231, Queen's Road Central, 2nd floor. Tel. Central 2558. Factory:—500-504, Canton Road, Yau-mat. Tel. K. 869.

BUSINESS DIRECTORY.

Bookbinders.
THE "CHINA MAIL" Bookbinders.
No. 5a, Wyndham Street.

Dentist.
HARRY FONG, Dentist,
1st floor, No. 74, Queen's Road Central Tel. Central No. 1255.

Electrical Supplies.
THE GLOBE FOCK CHEONG ELECTRICAL SUPPLY CO., LTD.
72, Queen's Road, Central.
Tel. C. 3270.

Engineers & Shipbuilders.
W. S. BAILEY & CO., LTD.,
Engineers and Shipbuilders,
Kowloon Bay.
New Work & Repairs.
Call Flag "1"
Sole Agents for Kelvin Motors.

Hair Dressers & Booksellers.
LEE YEE,
Ladies' and Gentlemen's
Hair Dressers
and Booksellers.
No. 12, D'Agular Street.
(opposite Queen's Theatre).

Hair Dressing Saloon.
HANSON SKEE,
Ladies' and Gentlemen's
First Class
Hair Dressers.
45, Des Voeux Rd. C, H.K.

Optician.
THE HONG KONG OPTICAL CO.
Phone 2232.
58, Queen's Road Central.

Printers.
"THE CHINA MAIL," General
Printers.
Publishers and Bookbinders.
8a, Wyndham Street. Tel. C. 23

FOR SALE

CHANG TSO LIN'S COMMEMORATIVE POSTAGE STAMPS

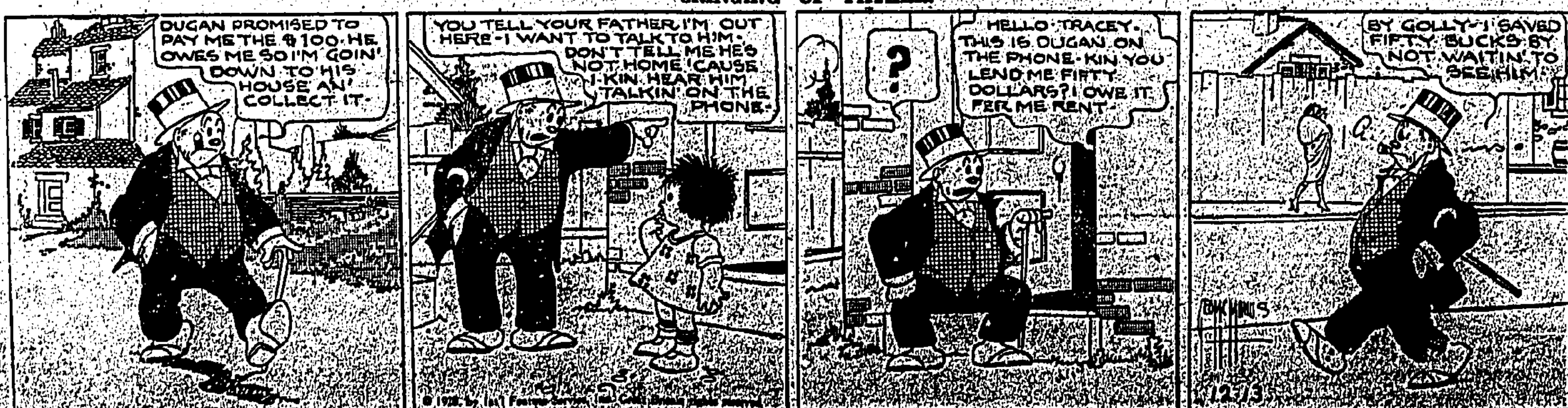
used for a few months only in Peking, Harbin, Kirin and Sinkiang.

Without surcharge @ \$3 net
With surcharge @ \$3.50 net
Per complete set of 4 stamps.

GRACA & CO.

Dealers in Postage stamps, Post Cards, Garden Seeds, Toys, Picture Books, etc.

No. 10, Wyndham Street, P.O. Box No. 420, Hong Kong.



WORLD NEWS IN PICTURES.

First Picture of Afghan Mutiny



Inset, King Amanullah and his royal consort, Queen Souriya, against whom Afghan rebels rose. In the picture are loyalist troops on patrol near Kabul.

Royal Emigrant



Another Romanoff migrates. This time it is H.R.H. the Grand Duchess Marie, a cousin of the late Czar.

Crack Troops at "the Front"



Photo shows one of Bolivia's finest cavalry regiments parading in Sucre recently during a demonstration of the country's military arm. It and every other available unit was ordered to the Gran Chaco, where fierce fighting was reported between Bolivian and Paraguayan detachments.

£100,000 Diamond



Known in the Middle Ages as the "cyclopean eye" of the Codex, the famous Nassak diamond, weighing 80½ carats and valued at nearly £100,000, has been the subject of an investigation whether it is an "artistic antique." Below, the "god" and the space in the forehead whence the diamond came."

Mediation



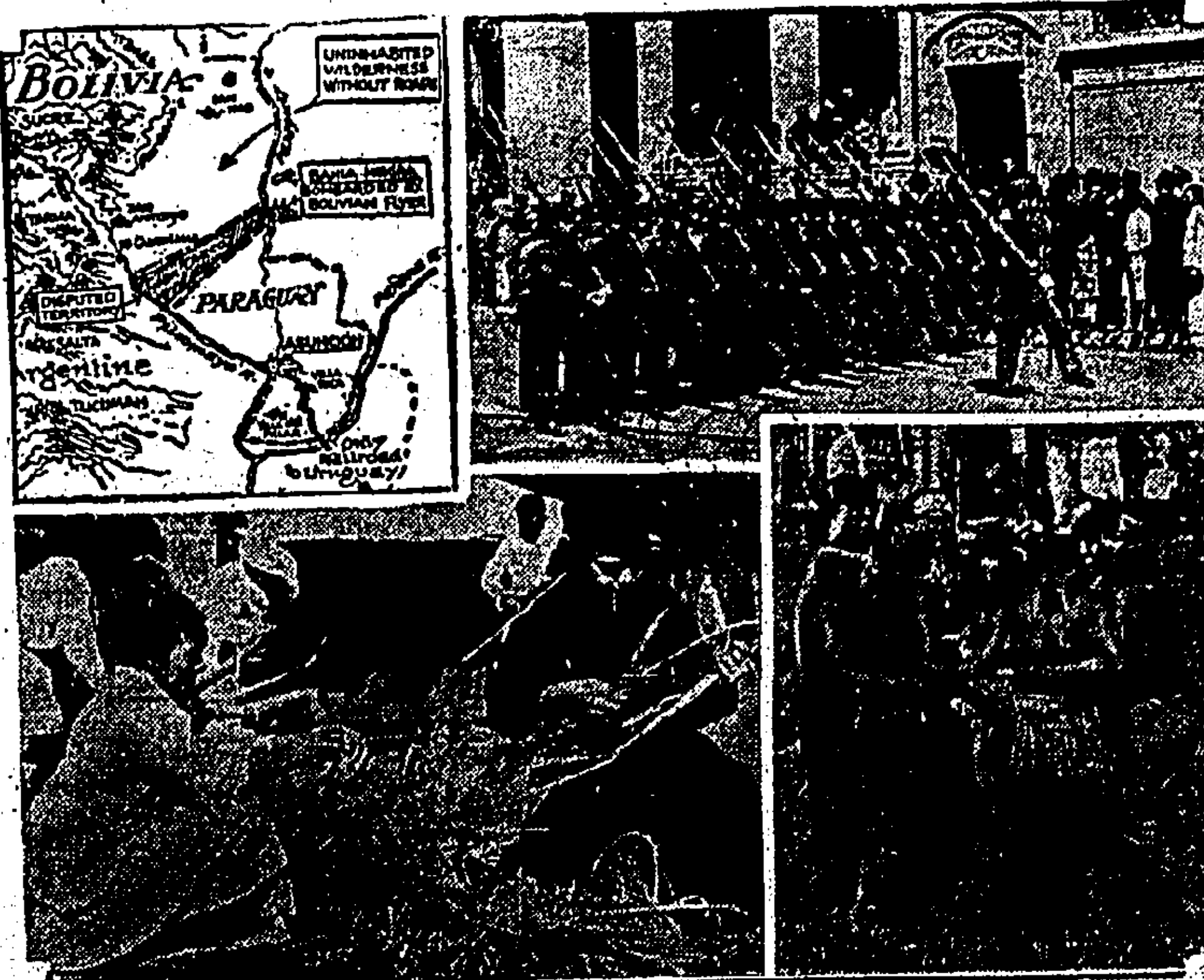
His Holiness Pope Pius (left) and King Alfonso of Spain, who both suggested mediation in the dispute between Bolivia and Paraguay.

Santa Claus in an Aeroplane



Santa Claus in America, "arriving from the North Pole" with Mr. Clarence Chamberlin, the famous trans-Atlantic pilot.

Where Two Armies Strained at the Leash



Above, Paraguayan infantrymen with "eyes right" as they pass the presidential palace in Asuncion, the capital. Below, l. to r. native weavers in the Gran Chaco, and a group of Indian dancers. The map shows the disputed boundary which nearly caused a war, the outbreak of which—after mobilization on both sides—was averted by the Pan-Pacific Conference.

Madge Bellamy



Who has bought a house in Las Vegas.

Equal in Love!



Mr. and Mrs. Tex Cooper of New York, the oddest couple ever to apply for a marriage licence. The bridegroom is more than six feet in height as against the bride's thirty-seven inches of stature.

COUNT THE "MAILS"

THEN LOOK AT THE READER
AND YOU WILL SEE THAT HE IS A MAN
WHO CAN AFFORD TO BUY
WHAT YOU HAVE FOR SALE.

IT IS A QUALITY CIRCULATION
THAT PAYS.

IT IS FAR CHEAPER TO ADVERTISE

In a Newspaper That Reaches the People Who Can
Afford to Buy Than to Advertise in a Paper That
Reaches People Who Cannot Afford to Buy.

LOOK AT THE READER

Before You Decide Which Paper Shall Carry
Your Advertisement.

THE "MAIL" CLAIMS

THAT IT REACHES THE BUYER.
THEREFORE

ADVERTISE IN THE "MAIL."

SIR ERNEST BENN
on
NET SALES

Brains Not Stomachs.

Speaking at the Annual Meeting of
Benn Brothers, Ltd., in August
last, Sir Ernest Benn *inter alia*
said:—

"In buying advertising space
our appeal is to influence, at-
mosphere, character, quality,
and commercial importance, and
these things are miles removed
from the million sale puffed up
with coupons and benefits."

OUR ADVERTISING EXPERIENCE IS AT
YOUR SERVICE.

CHINA MAIL OFFICES

3A, Wyndham Street.

SAND-LIME BRICKS.

Best machine made bricks.
Highest tests and uniform qualities.
For Economy, Quality, Beauty, Durability and
Satisfaction unsurpassed.

YEE YICK SAND-LIME BRICK CO.,
CHING IU NAM, Manager.

Factory:—Canton.

Hong Kong Office:—148, Queen's Road, West, 1st Floor.
Telephone No. C. 3882.

AT PRESENT, OUTDOOR WORK ONLY

K. FUJIYAMA
PHOTOGRAPHER.

NIGHT PHOTOGRAPHY AND EN-
LARGEMENTS A SPECIALITY.
ENLARGEMENTS CAN BE MADE
FROM ANY PHOTOGRAPH.
NEW, OLD OR FADED.

WEDDINGS AND GROUPS A FEATURE.

SPECIAL ATTENTION GIVEN TO
DEVELOPING, PRINTING AND
ENLARGING AMATEURS'
PHOTOGRAPHS AT A VERY
MODERATE CHARGE.

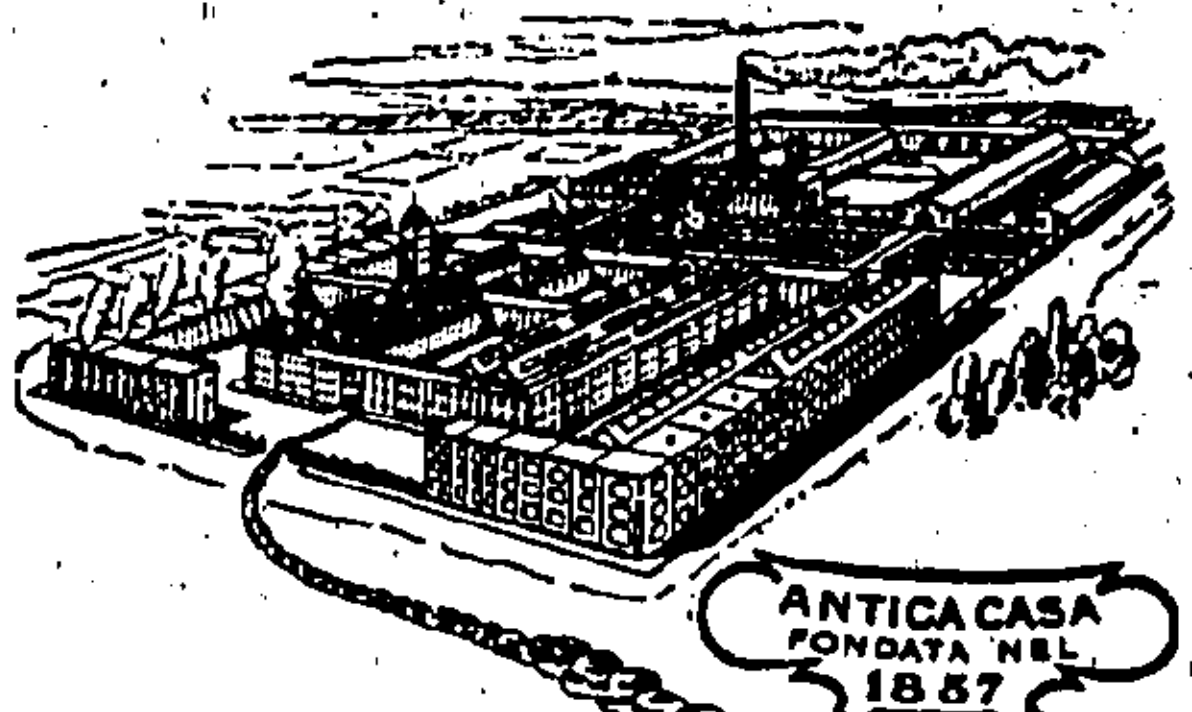
PROMPT DELIVERY GUARANTEED.

I can give you as good results as any Photographer
in the City and better than 95% of them.

TEMPORARY OFFICE:

2nd FLOOR, 117, PRATA EAST, HONG KONG.

BEWARE OF IMITATIONS



THEY are used by millions of Men who care for a really superior Hat

This hat is the genuine BORSALINO.

TANG YUK, DENTIST
Successor to
the late SIEN TING,
14, D'Aguiar Street.

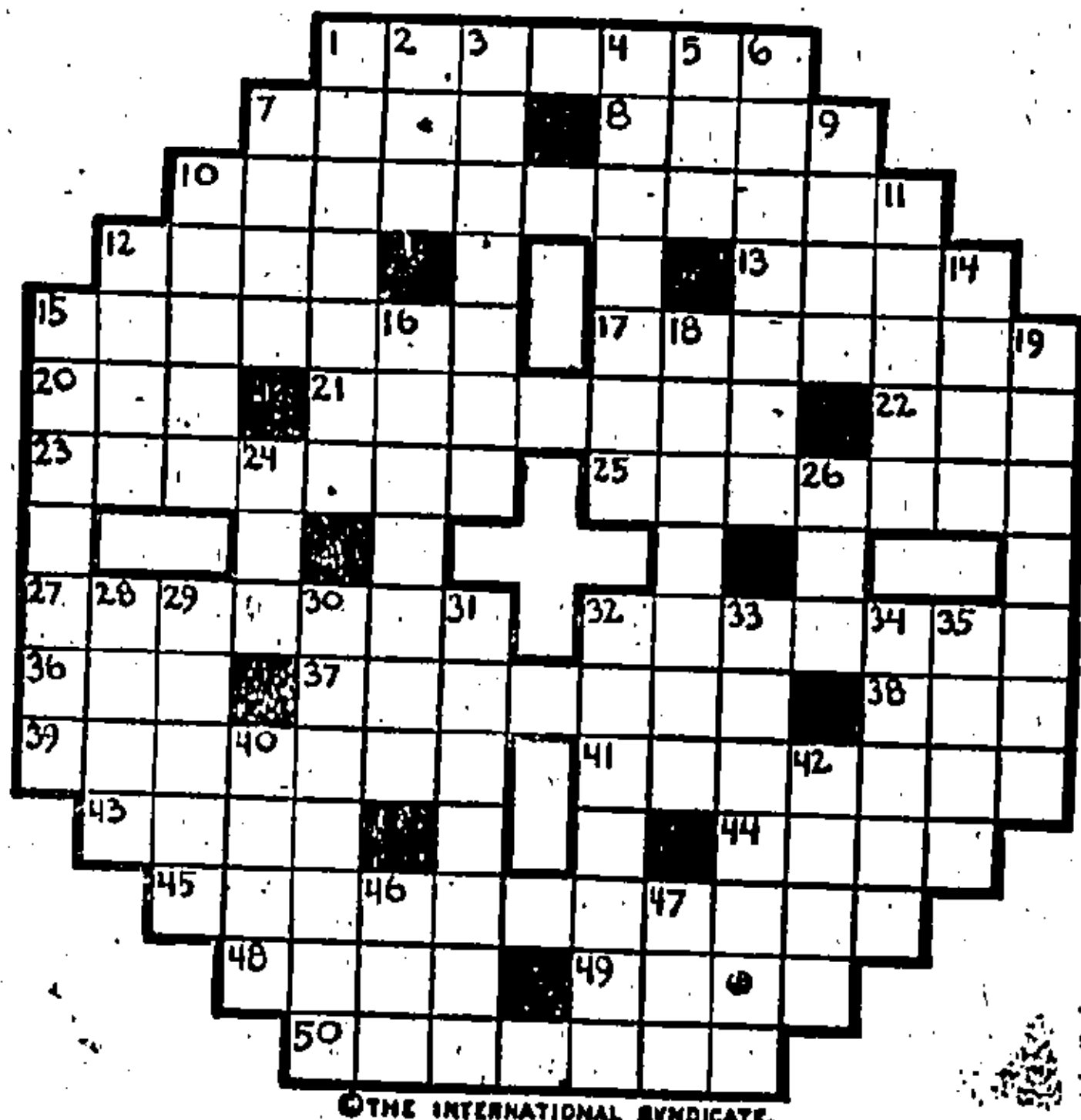
TERMS VERY MODERATE
Consultation Free.

RESPECTABLE MASSEURS.
MR. R. SHIMIDZU,
MRS. S. HONDA.
Recommended for many years by
Government Civil Hospital, Peak
Hospital, etc., and by all the local
doctors.

No. 24, Wyndham St. Tel. C.4945.

DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



© THE INTERNATIONAL SYNDICATE.

HORIZONTAL
1-A king of Egypt
7-Floating ice
8-Customs
10-Junior officer (pl.)
12-Web-like membrane
13-Fruit of tree (pl.)
15-Refuge
17-Dormant volcano in Western U. S.
20-Stuff
21-World's highest mountain
22-Legume
23-Made secure
25-To disagree
27-Astetic country
32-Pertaining to a kingdom in Asia
36-Meadow
37-Immediate
38-Combining foam meaning air.
39-Adages

HORIZONTAL (Cont.)
41-Lives over again
43-Small opening
44-Playing card (pl.)
45-Hippopotami
48-Withered
49-Club charges
50-Hurries
VERTICAL
1-Machine for pleating
2-Pronoun
3-Withdrawn
4-Years pertaining to a centennial
5-A large country
6-Braided cordage (pl.)
7-Pack
8-Render partly useless
10-British manufacturing city
11-Stomach

VERTICAL (Cont.)
12-Conjunction expressing comparison
14-Observed
15-Curved winding lines
16-The day's close
18-Stupid
19-Rat catchers
24-Suffix meaning "little"
28-Aggregate
29-Recieve as a reward
30-City official
31-Biblical city
32-Makes certain
33-Animal protoplasm
35-Books of maps
34-Road edges
35-Resolves
40-Rainbow
42-Desert (pl.)
46-Time period
47-A score in baseball

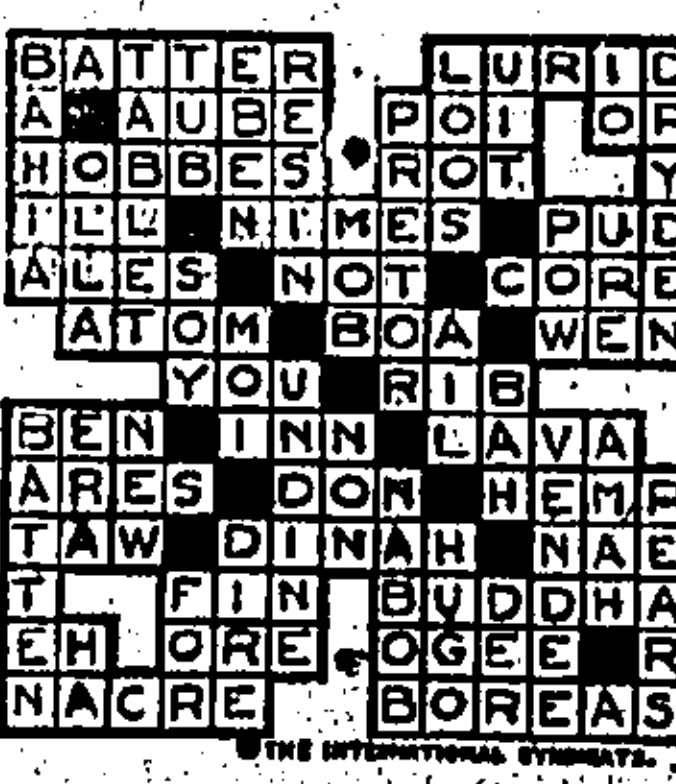
(The solution of the above cross-word puzzle will appear in to-morrow's issue along with a new cross-word puzzle.)

HONG KONG HOTEL VISITORS

January 24, 1929.

Mr. G. Adair.
Messrs. W. G. Bruce, R. H. Beavan, N. Brandel, R. C. Baldwin, Andrew Broom, N. R. Bluke, Mr. and Mrs. D. Blaauw, Mr. and Mrs. B. E. Becker.
Messrs. E. J. Carmichael, C. A. Calkins.
Messrs. M. Dorian, L. H. Downs, J. M. Dalgarno.
Mr. A. G. Ellinger.
Mr. J. C. Finch.
Messrs. A. F. Henry, F. H. Hill, E. J. Hora.
Messrs. J. E. Joseph, L. Junginger.
Messrs. A. Keller, G. Keller.
Mr. W. S. Leonard, Miss H. Lilla.
Mr. E. S. Olson.

YESTERDAY'S SOLUTION.



Messrs. W. Vander Steen, W. Stewart, R. S. Stewart.
Messrs. E. Timmermann, W. B. Tyler, E. Thomas, J. C. Thomson, G. H. Turnbull.
Messrs. R. P. Whitman, T. B. Wilson, W. A. Wills, B. Wylie, S. S. Wong.
Mr. E. A. Yates.

LONDON HOSPITAL

"TRAGIC FAILURE OF HOPES"
NEED FOR RADIUM

Viscount Knutsford, presiding at a Court of Governors of the London Hospital announced that the sum of £112,000 had that day been reached as the result of the quinquennial appeal.

With the exception of the last quinquennial appeal, when an anonymous donor gave £30,000 on condition that £80,000 was collected by Dec. 31, this sum had exceeded that of the previous quinquennials, but it was far less than the committee asked for, and far less than was needed. Every year brought some request from the staff for some costly piece of equipment or new development.

The hospital had only about four grains of radium. About 1,000 cancer cases were admitted each year, and the supply of radium was only sufficient to treat 150 of them. The hospital had already effected some remarkable cures, and it was a strange and interesting fact that it was the most virulent and quickest-growing cancer which was most amenable to radium.

A new children's department was badly needed, the present being so crowded that it was almost a scandal. They also wanted a new heart department, which would involve an expenditure of some thousands of pounds.

"The court will see therefore, how tragic is the failure of our hopes with regard to this quinquennial."

Describing the General East-end Tradesmen's Association as "the most loyal friends the hospital has ever had," Lord Knutsford mentioned that a sum of £18,000 for the purchase of radium, which was raised at the festival dinner of the association, was to be presented on Christmas Day. Mr. Miller-Jones the chairman at the dinner, had been invited to become a member of the board.

The chairman also announced that Mr. Barnett A. Salmon had been invited to take the place of his late father, Sir Alfred Salmon, on the committee.

G.K.C.'S HEADMASTER
MR. BEWSHER'S RETIREMENT FROM COLET COURT

"The boy of to-day is very much the same as his predecessor of forty years ago, with just the one difference, perhaps—and that only in some cases—that he is more nervous and less ready to indulge in a rough-and-tumble than he was when I first came to London."

Mr. James Bewsher, M.A., who is about to retire from the headmastership of Colet Court School, the "preparatory" for the more widely known St. Paul's School, expressed this opinion in an interview with an "Observer" representative.

"Such nervousness among the boys," Mr. Bewsher went on, "I regard as an after-effect of the war. On the whole, however, they are as strong, healthy and as keen on games as ever. It has always been my contention that the keener a boy is on sports the better he devotes his time and energy to the scholastic side of his training."

Mr. Bewsher has been at Colet Court for forty-four years, and for forty-one of these he has been headmaster. During that time many boys—now famous men in various walks of life—have passed through his hands, and it was concerning these that he went on to talk.

"They include, speaking from memory," he told me, "G. K. Chesterton, Compton Mackenzie, the Right Rev. William Temple, Archbishop Designate of York, Sir Otto Niemeyer, formerly Financial Secretary to the Treasury, Lord Wolmer, Assistant Postmaster-General, S. P. Vivian, the Registrar-General, Eric Kennington, the sculptor, Paul Nash and Laurence Binyon."

"I remember all of these very well indeed. There was also a brother of G.K.C.'s Cecil Chesterton, who died during the war. I think. The two brothers I recollect were, as boys, inclined to literature, and their essays, or rather compositions, were always excellent. No; I cannot say that any of these men, as boys, gave indication that they would turn out to be anything other than just what they are to-day. That is to say, they were particularly bright scholars and always to the fore in their work. It is a striking point about Colet Court and St. Paul's that both have turned out so many men of letter and artists. In fact, I do not think I am wrong in saying that St. Paul's has produced more literary minds than any other school."

"I am glad to say that Mr. Chesterton has returned here to lecture since he has become famous and always speaks well of his early days at Colet Court and the school across the way."

It was Mr. Bewsher's brother, the late Mr. Samuel Bewsher, who

TUBERCULOSIS

SUCCESS OF CHILD VACCINATION
EFFECT ON CALVES

The possibility of employing, for the prevention of tuberculosis in cattle, the vaccine (known as BCG) which is administered to children exposed to risk of consumption, is a subject discussed in the third annual summary of research work issued by the Research Committee of the Royal Agricultural Society.

Sir John McFadyen deals with the subject in his review of progress in veterinary science. Sir John traces the course of research work since the attempt made in 1902 by Behring and others to take advantage of the fact that when cattle are infected with tuberculosis either artificially or by inoculation they tend to become more or less immune. It was proved that valuable immunity could be conferred by injections of tubercle bacilli into calves, but it was then discovered that contamination of milk supplies was a consequent danger.

As a result a new form of vaccination was evolved, of which the advocates are Calmette and Guérin, involving the use of BCG vaccine (Bacillus-Calmette-Guérin). This is being used, with success it is claimed, upon human infants liable to infection.

"After certain preliminary experiments which served," it is stated, "to indicate the harmlessness of the BCG vaccine, for cattle and anthropoid apes, the vaccine was first administered in 1921 to an infant-born in circumstances that exposed it to great risk of infection with tuberculosis. In the subsequent three years the administration of the vaccine to 217 newborn infants appeared to show that it was devoid of danger when given by the mouth. The Pasteur Institute placed the BCG vaccine at the disposal of physicians and public welfare centres in France, and between 1924 and 1927 52,772 children were vaccinated either in Paris or in the provinces."

Risk of Infection
Records in regard to 5,749 children whose cases it was possible to follow up showed that the general death-rate from all causes among them was 3.1 per cent. The general death-rate in France among non-vaccinated children with or without tuberculous contacts is given as 8.5 per cent. Further investigation appeared to confirm the efficacy of the vaccine for the prevention of tuberculosis among children.

"This wholesale vaccination of children with the BCG vaccine," it is added, "has not passed without protest on the ground that the vaccine cannot be regarded as absolutely free from the risk that the living bacilli, of which it is composed, may somehow, either suddenly or gradually, acquire their lost virulence, and thus, instead of protecting the child, actually infect it with a serious tuberculosis. While it cannot be said that there is absolutely no risk that the BCG bacilli may become virulent, it does not seem at all likely that accidents of that nature can occur if proper care is constantly taken in the manufacture and control of the vaccine."

Sir John proceeds to advocate the employment of the BCG vaccine in the case of calves exposed to infection.

HON. RUTH DAWNEY

The Hon. Ruth Dawney, only daughter of Viscount and Viscountess Downe, of Wykeham Abbey, near Scarborough, who fell into the river Derwent with her horse when hunting recently, said that when she tried to jump the river bank gave way.

The horse, in struggling in the water sank into the mud. Five men who were out with the hunt got ropes and poles and did everything possible to get the horse out and when they succeeded after two hours the animal was dead.

founded Colet Court in '81. Both were educated at Manchester Grammar School, under Dr. F. W. Walker, afterwards High Master at St. Paul's.

"It was a strange thing," Mr. Bewsher went on, "but for a short time I was a scholar in Manchester while my brother was one of the masters there. When Dr. Walker came to London to become High Master, strangely enough, at St. Paul's, my brother came with him, and that was how Colet Court came into being."

"It was started with exactly six pupils, one of whom was the present Bishop of Fulham, the Right Rev. E. S. Barry, whose diocese extending over North and Central Europe, is probably one of the largest in the world. I joined the school in '84 and three years later became headmaster. When my brother was appointed Bishop of Exeter, I was appointed Headmaster of Exeter."

POPULAR PLAYS

"THIS YEAR OF GRACE"

[By Noel Coward, in the Pavilion]

On seeing this redoubtable revue for the second time, I was struck by the difference in favour between the first and the three-hundredth audience, and the exuberant artistry of Miss Maisie Gay. Mr. Noel Coward is indeed a clever young man, Mr. Cochran a magnificent showman; and whatever signs of wear and tear the professional eye might detect in the mere mechanics of the show, Miss Gay remains her incomparable self. The best of the new items imported from the current New York version are "Lilac Time," a burlesque duet in which Miss Gay and Mr. Sonnie Hale philander as royalty in overt incognito, and "Love, Life and Laughter," in which Miss Gay again resurveys, in all her bilingual bravura, a Parisian Queen of the Night as the broader of our period "comics" used to depict her. Save for the masked convulsions of "Dance, Little Lady," time has caught up with Mr. Coward to the extent of taking some of the sting, but none of the fun, out of what a few months ago seemed deadly satire. The Bach-accompanied posturing of the stained-glass saints is still a beautiful surprise, and was the one item that caused, even the hypercritical Tuscan who accompanied me to join the general cheers. For the rest, the parody of the Russian Ballet seems to reproduce even more faithfully the foibles of the original; charming Miss Jessie Matthews grows in cleverness and grace; and "Pogo," the cheval terrible of the Brothers Griffiths, makes an incorrigible appearance without seeming to intrude.

"JEALOUSY"

[By Eugene Walters, from the French of Louis Verneuil.]

This passionate play (at the Fortune Theatre) has three acts, two characters and but a single theme; and the foreknowledge that the two characters on whom the first curtain rises are the only human beings we shall see till the final curtain falls, might be a damaging pre-occupation if the actors who impersonate them were less good. Though handled by so expert a theatrical juggler as Louis Verneuil, the theme cannot help calling attention to its limitations, and making, as it were, a virtue of virtuosity. The various expedients by which the jealousy of Maurice is fostered and fanned are highly, if somewhat arbitrarily ingenious. A bunch of keys, an emerald ring, the telephone, an evening paper, and an off-stage murder, are all so artfully exploited that they constitute a sort of galaxy of superfluous.

Jealousy is an appetite that grows with what it feeds upon; and Maurice was not only a glutton, but a fool. Regardless of the one important fact that Valerie loved him to distraction, he could not speak six words to her without being choked by his obsession. A kiss with him was an accusation, every caress the prelude to the third degree. And though this kept things dramatically on the move, it rather cooled our sympathy for him. Yet in spite of its tricks and artificialities, the play is sufficiently good theatre to enable the two American actors, Mr. Crane Wilbur and Miss Mary Newcombe, not merely to hold our attention by what they do, but to excite considerable admiration for the way they do it. Miss Newcombe's emotional resource is never at a loss and always beautifully controlled; and Mr. Wilbur intelligently supports her. For their sakes, therefore, the play should be seen. Its aesthetic and emotional shortcomings need not be stressed, since they do not hinder, but rather help the interest afforded by the actors' triumph over them.—H. H. in "The Observer."

THE HONGKONG

PENINSULA HOTEL:
HONGKONG HOTEL: REPULSE BAY HOTEL:
PEAK HOTEL

AND SHANGHAI

ASTOR HOUSE: PALACE HOTEL:
MAJESTIC HOTEL

HOTELS, LIMITED

In association with the Grand Hotel des Wagons Lits, Peking.

KING EDWARD HOTEL.

Most Modern and Central Hotel in the Colony, all Bed Rooms, newly renovated and installed with Box Spring-Beds, Hot and Cold Water, also Telephone. Hotel Launch meets all steamers.

TEA DANCES:

Monday, Wednesday and Friday, 5 to 7 p.m.
Tel. Add: "Victoria."
Telephone No. C. 378.

J. H. WITCHELL,
Manager.

Courtesy, Comfort, Service
and Luxuries of Modern Hotel
Construction

THE HOTEL RIVIERA.

MACAU.

Cable Address:—"RIVIERA, MACAU."

Ask For

YOUNG'S
MOUNTAIN D W
WHISKY.
LONDON DRY GIN.



China Building.

Stocked By
Messrs. CHAN YUEN,
6, Cochrane Street, Hong Kong
Messrs. HUNG CHEONG,
66, Nathan Road, Kowloon.

Sole Agents:
WAI ON TSEUNG, LTD.
Tel. C. 3313.

JAPANESE HIGH-GRADE
PORCELAIN STORE.
SATSUMA WARE,
KUTANI WARE,
MINO WARE, ETC.

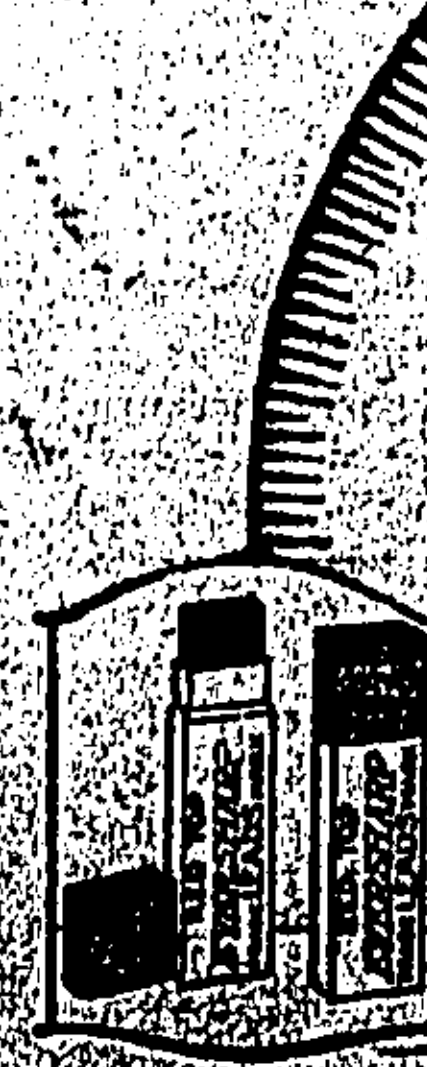
"MIYAJIMA"

27, QUEEN'S ROAD, CENTRAL.
Ground Floor, Hong Kong Hotel Building.

HONG KONG BENEVOLENT SOCIETY.

Men's underclothing and shoes
are urgently required and may be sent to
the City Hall.

EVERSHARP Leads and Erasers.



For your Eversharp pencil, Eversharp Red Top lead is the only lead that really fits. Though all leads look alike, tiny differences in diameter are enough to make other leads wobble and slip, or jam in the tip of the pencil. Red Top leads come in all necessary degrees of hardness and in all colors. When your present Eversharp eraser becomes worn, it takes only a few seconds to replace it with a new one. Eversharp erasers are made of new, soft rubber and give a clean, smudge-less erasure. Your Eversharp dealer can supply you with Eversharp pencils and Red Top leads.

On Sale Everywhere.

Sole Agents:
K. S. MOSES & CO., LTD.

THE MOTORISTS' PAGE

NEW 1929 MODEL B.S.A. MOTOR CYCLES HAVE ARRIVED



DO NOT FAIL TO SEE THESE NEWLY
DESIGNED MODELS BEFORE
CHOOSING YOUR NEXT MOUNT

ABSOLUTELY THE VERY BEST
VALUE FOR YOUR MONEY.

Sole Agents:—

THE SINCERE CO., LTD.

WHAT YOU WANT — is a machine of quality at a low price.

We have now in stock
GILLET D'ERSTAL 32 WORLD'S RECORDS
Models from H.K.\$470 up.

F.N. 23 WORLD'S RECORDS
Models from H.K.\$480 up.

and

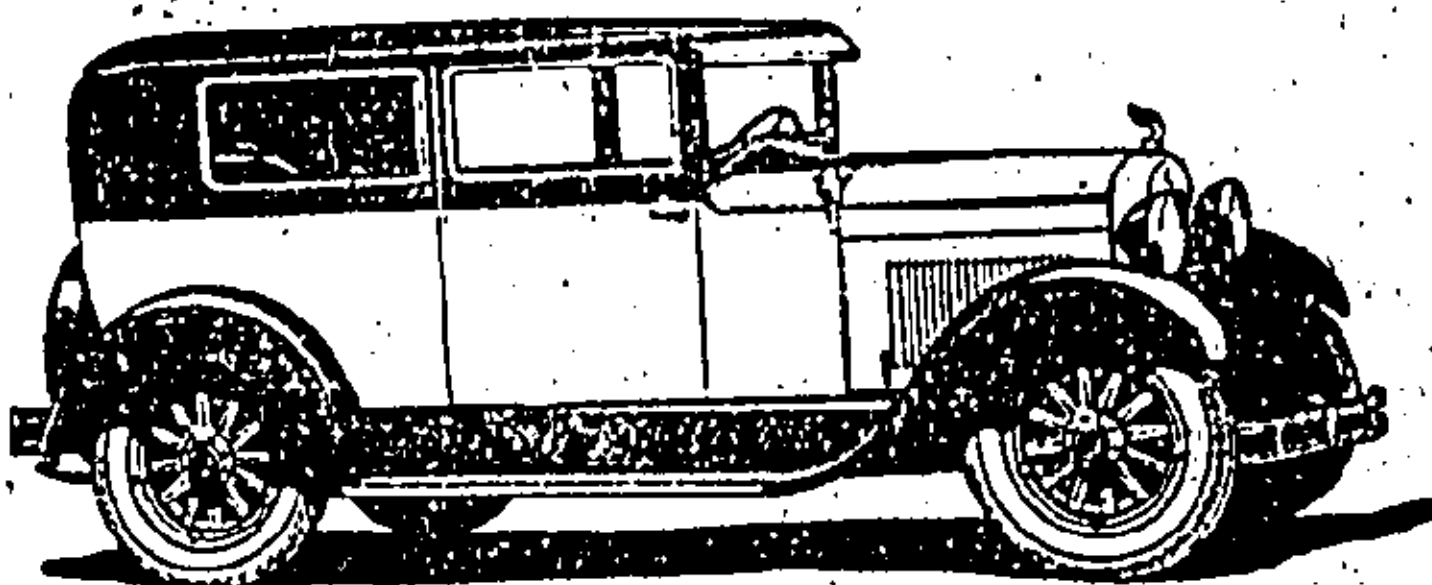
MONET & GOYON

Fitted with the famous M.A.G. engine
holder of 26 WORLD'S RECORDS
Models from H.K.\$360 up.

also Side-cars Accessories and Spare Parts.

Sole Agent for Hong Kong and South China:
THE FRENCH MOTOR CYCLE CO.
46, Nathan Road, Kowloon.

ESSEX SEDAN



\$2,550

1929 Model

NOW ON VIEW

at

KIN CHEONG HONG

37, Connaught Road Central.

Telephone C. 6.

TIMELY ACROBATIC

An Italian doctor was crossing a railway line at Marseilles when he, engaged, stopped at an express train from Paris came in sight. Turning sideways in his seat, he placed his hands on the

steering wheel and somersaulted over the rail. The train struck the car and reduced it to fragments, but the acrobatic doctor was only bruised, and remarked, "Who can say I have never saved a life?" Probably, too, he congratulated himself on the fact that he was not driving a motor car.

MORRIS MINOR

BABY CAR STANDS
TESTS

NO KICKING

Would it not be fascinating to you to walk boldly into the Morris works, to point a finger at a new Minor standing in the row of cars ready for delivery, and to be allowed to seize it and go out to play on the road? A member of "The Autocar" staff has just been privileged to do this very thing, and an absorbing experience he found it. Production rate is rapidly increasing, and samples of the new car are flowing out of the works in a stream of growing volume. Right away it can be said that the production cars are not merely up to expectations as regard roadworthiness, but exceed them. The Minor is a blithe little car; happiness made manifest in metal. If it continues as it starts, and from a Morris one expects nothing less, it will secure an enormous success and a wide circle of friends.

It had been arranged that trial should be made of a sample which had been retained for demonstration purposes, but on arrival at the works it was found that this particular car had not returned from a journey. So the management conceived the original notion of giving permission for "The Autocar" representative to pick a brand-new car haphazard out of the bunch, and to beguile two hours of waiting by putting it through its paces. This was an offer to be accepted with avidity. After an unmannerly desire to snatch had been stifled, a blue saloon was pointed out; in a trice trade numbers adorned its blank plates. Here was a new car ready for delivery to the agent, but, of course not run in or in any way specially tuned. Then out into the dot-and-carry-one traffic to Oxford City; in the first few miles a whole lot was learned about the car.

The engine, which has overhead valves and an overhead camshaft, is full of fire and life, not only brisk in acceleration, but with an entirely unexpected capacity to run dead slow on top gear. Small engines with a forte for pulling strongly at a high rate of revolution do not, as a general rule, behave very nicely at slow speeds. The Minor is a notable exception. The car will crawl behind a bus in traffic on top gear, and then accelerate sweetly when passing time comes. The engine is sensitive to its battery ignition control, the lever of which is below the steering wheel, and though it does not run roughly at full advance when the car is travelling slowly, speed can be lowered by retarding the spark.

Then another point is the clutch. It takes up the drive with remarkable smoothness, so much so that one is liable to give way to temptation, and to try starting on higher gears than first. Not only can one start the car easily from rest on second gear, but, on top gear equally well. On the left side of the instrument board there is a mixture control, and manipulation of this makes it easy to obtain even running immediately after starting from cold, with subsequent adjustment for a weaker setting as the engine warms to its work.

It is not a simple matter in a car with a small four-seater body to provide a driving position that shall be universally comfortable to the short and the tall persons. But in the Minor a good average has been obtained, and it requires only a few miles' experience to settle down to the pedal position quite comfortably. The seats are not instantly adjustable, but can be uncreased and placed in another position if necessary.

Brisk Climbing Paces

Handling the car is most fascinating, partly because the engine is so very willing and partly because the steering is light, and the action is soon performed subconsciously.

Once out on the open road the paces could be tried. It settles down automatically to a steady 40 m.p.h. At this speed it is particularly happy; at 30 m.p.h. it is very comfortable and quiet, but at 40 it seems that it is really satisfied to be settling along with the good work. The engine is smooth all

through its range—smooth low down in speed as well as high up. So far as could be ascertained from a rough check with a stop watch, taken between two unfamiliar milestones—it is an unsuspicious man who is willing to believe that milestones are necessarily a mile apart exactly—the speedometer was just about correct. Trial of the brakes from 40 m.p.h. showed that the car could be stopped comfortably within 80 ft.

But of all the good points the most prominent is the springing. For a small car it is really excellent, there being no pitching, while it is remarkably steady over bad surfaces. There is no need to pick out the smoothest way or to slow down over suspected bad patches.

After returning this first Minor to the works, "The Autocar" representative was able to pick up a second car, one which had already covered about 500 miles. This car was driven some distance over ordinary roads to allow the driver to become accustomed to it, and then taken over a selected test course, carrying two passengers besides the driver. Being run in, and therefore free in all its bearings, the second car excelled the first in performance, but in other points there was practically no difference between the two, which shows that the standard of excellence is maintained. As it was well run in there was no hesitation in giving the second car its utmost fill of gas.

Its capacity for speed was remarkable, as the accompanying figures indicate. It was capable of 55 m.p.h. with one up and 52 or 53 m.p.h. with three up; on second gear it could do 40 or 42 m.p.h. The brakes on this car were much smoother than those on the first machine. It was found that with a load the car could be easily brought to rest coasting from 20 m.p.h. down a hill of 1 in 6½, without having to push over-hard on the pedal. No tendency to lock any particular wheel was observed. The gear change was less awkward to handle, while the clutch was every bit as smooth as on the first car, and with a load on board it was quite easy to start on top gear from rest.

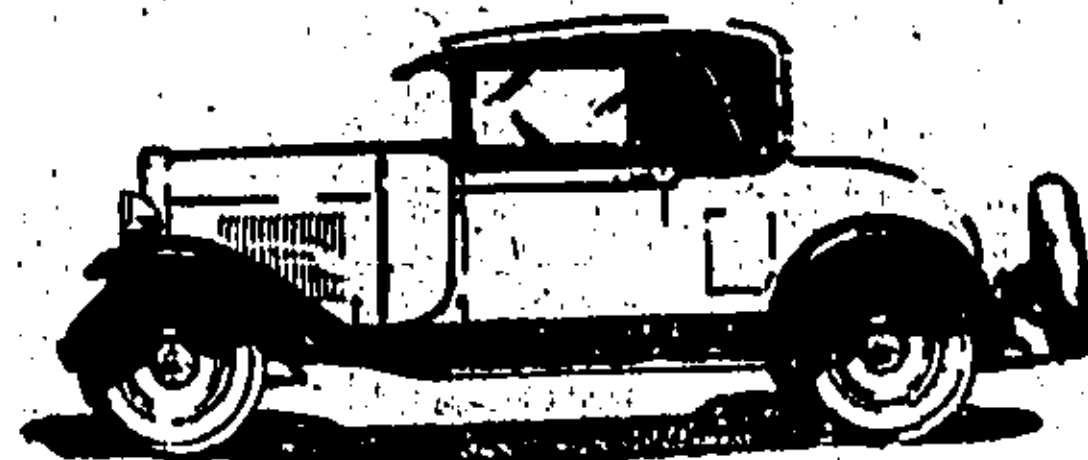
Climbing

The gear ratios are extraordinarily well chosen to suit the weight of the car and power of the engine, for not only is the car quite fast on top gear but, as already stated, it pulls very well at low speeds. On second gear the "bite" of the engine and the acceleration are excellent. In respect of hill climbing the performance is equally remarkable. Naturally, it will ascend everything on top gear, but it will tackle most ordinary slopes on that ratio. Gradients of the 1 in 10 order can be climbed on second gear at 30 to 32 m.p.h., these remarks applying to Stoneleigh Hill, the well-known test hill for Coventry, Frizz Hill, between Warwick and Kington in the Midlands and Warrington Hill between Warwick and Banbury.

Ascents, with three people on board, of these well-known test hills, Edge and Sunrising, produced excellent results. On reaching the foot of Edge Hill at 40 m.p.h. a change into second at 35 m.p.h. was made just beyond the right-hand by-road. The speed on second continued at about 30 m.p.h. until round the right-hand corner and dropped slowly as the rest of the climb proceeded until a couple of hundred yards from the top a change into bottom gear was made and the climb finished at 18-20 m.p.h. On Sunrising the speed at the foot was 42 m.p.h., and halfway up the first slope a change into second was made at 35 m.p.h. The speed of the car quickly increased on the long left-hand sweep to 38 m.p.h. The sharp right-hand hairpin was approached at 35 m.p.h., which was too fast for the corner. Cutting out for the latter so reduced the speed that a change into bottom had to be made. The rest of the climb being finished at 18-20 m.p.h. A second climb made with the driver only on board, was completed on second gear.

The Seating Arrangements. So far nothing has been said about the general arrangement of the bodywork from a user's point of view. The saloon body has two rows of seats, and the front seat is a comfortable and well-adjusted one. The back seat is a

QUIET THAT IS RESTFUL



Quiet as a bird in flight, silent even at great speed, giving genuine rest on thousands of noiseless miles—such is the great New Oldsmobile Six.

Rubber and sound-deadening cushions freeing both body and chassis from noises, plus exacting construction methods found only in the manufacture of the most expensive cars, give you this quiet that is truly restful.

Oldsmobile owners are now receiving, at a price difficult to believe, the advantages of engineering principles, and master touches of construction, denied to all but the most luxurious car owners.

Why deny yourself these comforts any longer?

OLDSMOBILE

Touring	M\$2,500.00
Roadster	M\$2,500.00
Sedan (2-door)	M\$2,600.00
Sedan (4-door)	M\$2,800.00

THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 or 1247

33 WONG NEI CHUNG ROAD, HAPPY VALLEY.

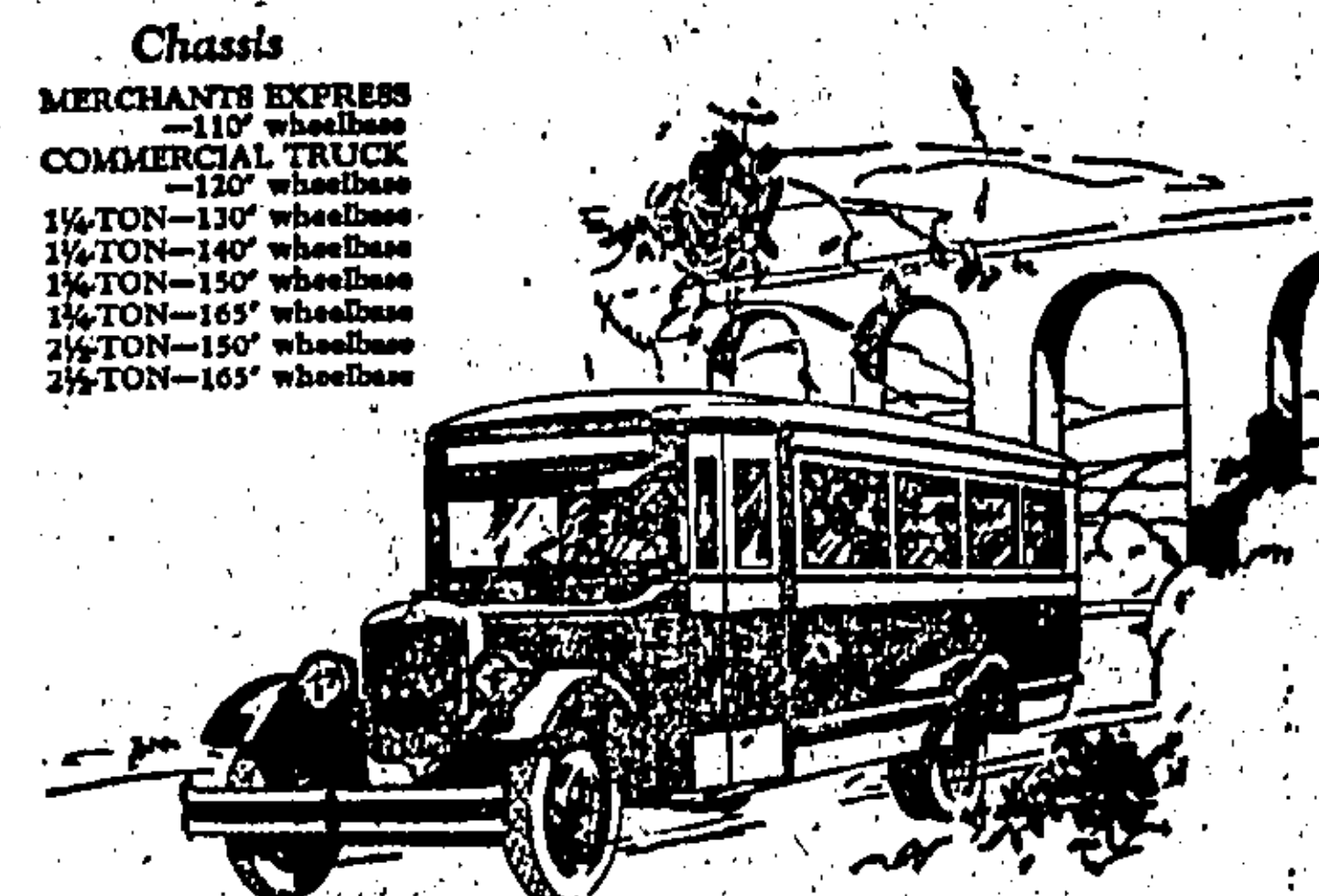
YOU CAN BUY A BIGGER CAR BUT NOT A BETTER ONE.

obtained by folding down the backs of the separate bucket front seats. Getting in and out of the back compartment is not difficult after a trial or two. In the back seats it is comfortable without becoming cramped. The room is not excessive for a tall man, but for normal-sized people it is adequate. When the car is travelling fast over a bad road the back-seat passengers do not, in ordinary conditions, get shot up against the roof and the riding in the back seats is good.

There are four windows in the sides of the body and each one is made in two panels, of which the rear-most panel can slide forward to open. Rather a clever little fitting is introduced on the sliding window: it takes the form of a metal handle which, when turned round, raises the channel in which the glass slides, so that the latter can be locked in any desired position. From the point of view of ventilation the best plan, in typical November weather, was found to be to keep the windows closed and to open the windscreen so as to give a gap of about a quarter inch wide at the bottom; this produced a gently moving current of air round the body without too much draught. Speaking of draught reminds one that the doors of both cars tried fitted quite snugly, and that the locks slammed quite lightly, whilst there are properly disposed strips to prevent the ingress of draught. In heavy rain the body was perfectly watertight.

The method of providing for the opening of the single-panel windscreen is well carried out. On each side of the screen is a curved and slotted arm, locked by a large wing nut; when the wing nut is undone on each side the screen can be opened and locked in any desired position, but when closing the screen, the slots in the arms are so arranged that when the arm is raised as well as when it is lowered, the screen is held tightly against the bodywork. The equipment of the car is complete as it should

Chassis
MERCHANTS EXPRESS
110 wheelbase
COMMERCIAL TRUCK
120 wheelbase
140 wheelbase
160 wheelbase
180 wheelbase
200 wheelbase
220 wheelbase
240 wheelbase
260 wheelbase
280 wheelbase
300 wheelbase



Money Makers
the World Over
**GRAHAM BROTHERS
TRUCKS AND BUSES**
BUILT BY TRUCK DIVISION OF DODGE BROTHERS

SOLE DEALERS FOR SO. CHINA:

SOUTH CHINA MOTOR CAR CO.

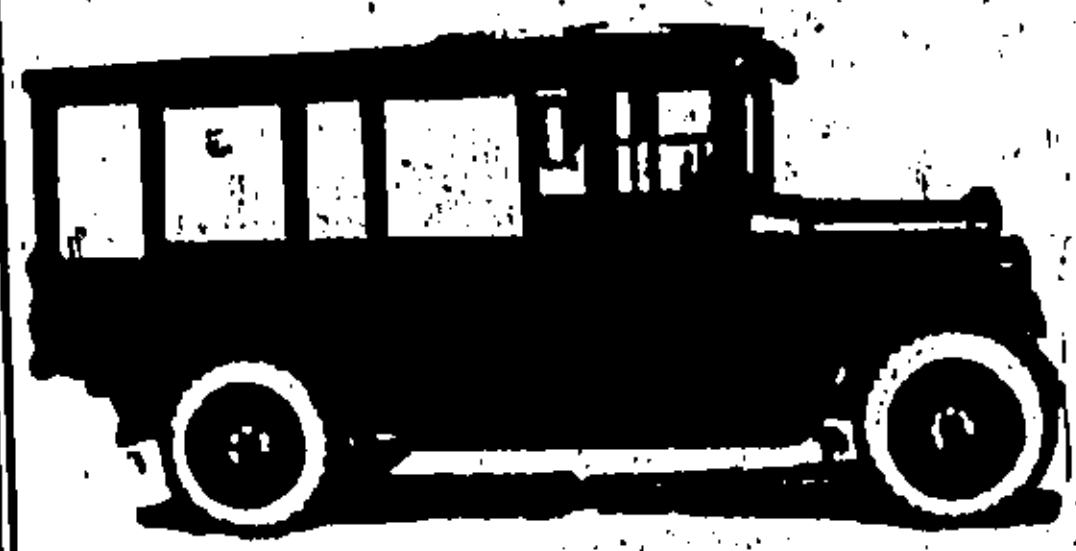
33 Des Voeux Road C.

Tel. C. 5644

possibly be. Amongst other items of a practical nature, the head lamps of the five-lamp lighting set are quite sufficiently powerful, and they are also adjustable for the direction of the beam. Over the grouped instruments is a dashboard lamp, and on the radiator is mounted a temperature indicator. On the windscreen is a motion-operated wiper, while shock absorbers as well as fenders and mud flaps are fitted.

"OAKLAND"

THE
SMARTEST CAR
ON THE ROAD
L. C. LTD.



FEDERAL TRUCKS.
1-7 1/2 Ton Capacity.
Sole Agents:-
KIN CHEONG HONG.
37, Connaught Rd. C. Tel. C. 6.

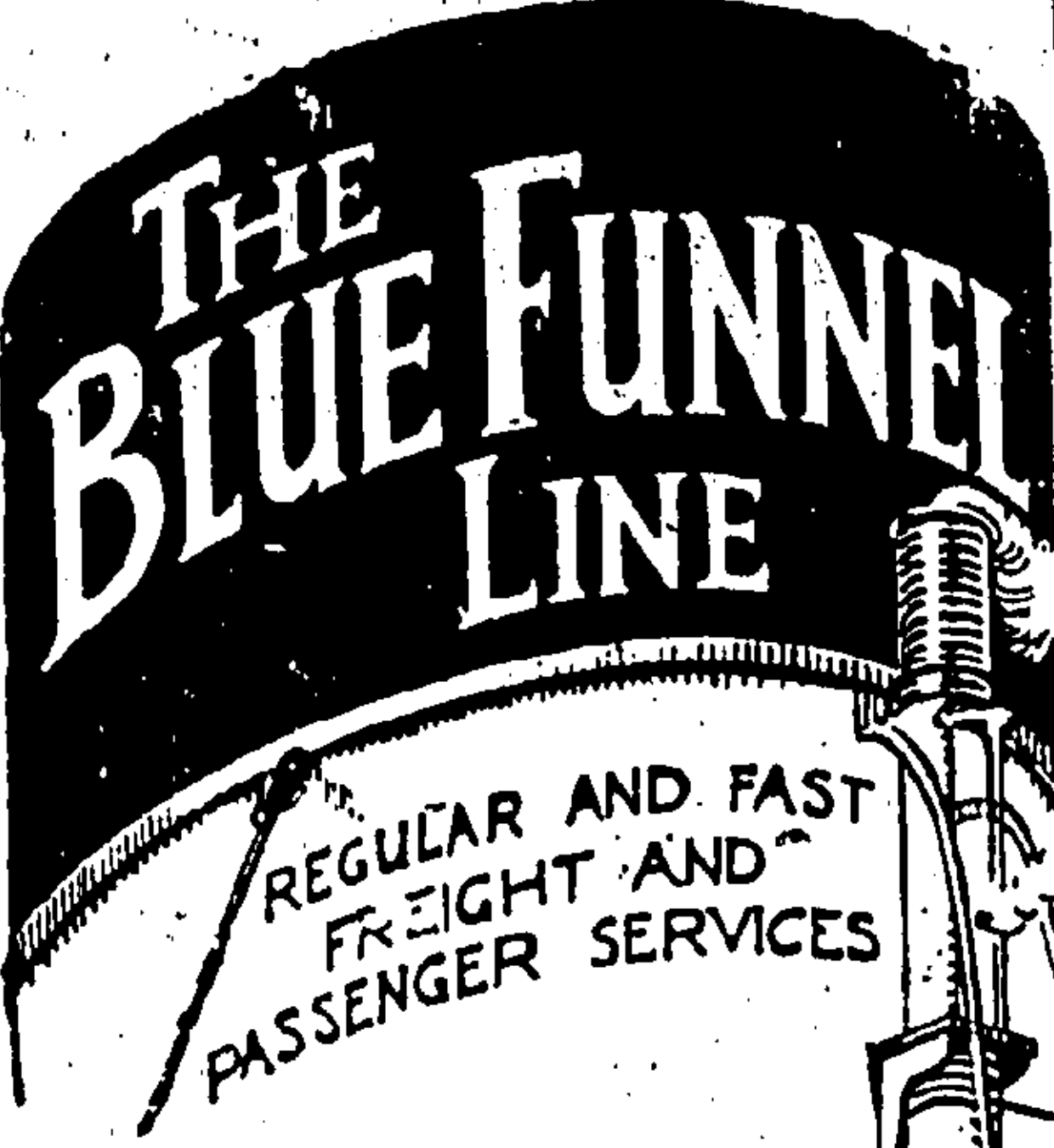
China Mail

ESTABLISHED
1845

HONG KONG, THURSDAY, JANUARY 24, 1929.



ROYAL ENFIELD
NEW HUDSON
MOTOR CYCLES.
Sole Agents:-
**REPUBLIC MOTOR COMPANY
OF CHINA.**
30-32, Des Voeux Rd. C. Tel. C. 1219.



LONDON SERVICE.

"PHILOTTES" 5th Feb. Marseilles, London, Rotterdam & Hamburg
"BARPEDON" 20th Feb. Marseilles, London, Rotterdam & Glasgow
"ACHILLES" 5th Mar. Marseilles, London, Rotterdam & Hamburg

LIVERPOOL SERVICE.

"BELLEPHON" 20th Feb. Genoa, Havre, Liverpool & Glasgow
"KERMUN" 20th Mar. Genoa, Havre, Liverpool & Glasgow

PACIFIC SERVICE.

via KOBE & YOKOHAMA
"TALHYBIUS" 24th Jan. Victoria, Vancouver & Seattle
"IXION" 14th Feb. Victoria, Vancouver & Seattle

NEW YORK SERVICE.

"AUTOLYCUS" 8th Feb. New York, Boston & Baltimore
"LAOMEDON" 5th Apr. New York, Boston & Baltimore

INWARD SERVICE.

"DOLICH" Due 28th Jan. For Shanghai, Kobe, Yokohama & Yama
"KEEMUN" Due 28th Jan. For Shanghai, Kobe & Yokohama

PASSENGER SERVICE.

"BARPEDON" 20th Feb. Singapore, Marseilles & London
"PATROCLUS" 20th Mar. Singapore, Marseilles & London

Also cargo steamers with limited passenger accommodation at specially reduced fares.

For freight, passage rates and information apply to:-

Butterfield & Swire.

Agents.

POST OFFICE NOTICE.

It is hereby notified that on and after 1st January, 1929.

- The radio rate on messages to Macao will be 10 cents per word, and
- the charges on messages to all Ship Stations, irrespective of Nationality will be on the basis of a word rate, pure and simple, with no minimum charge.

INWARD MAILS.

From	Per	FRIDAY, JANUARY 25.
Shanghai and Amoy	Newchwang
Japan, Shanghai and Europe via Siberia	(London, 3rd and 4th Jan.)
U.S.A., Honolulu, Japan and Shanghai	Kashima Maru
SUNDAY, JANUARY 27.	President Hayes
Saigon	General Metzinger
MONDAY, JANUARY 28.	
Europe via Negapatam (Letters and Papers)	London, 27th Dec. 1928)
U.S.A., Honolulu, Japan and Shanghai	Padua
TUESDAY, JANUARY 29.	President Lincoln
Japan and Shanghai	D'Artagnan
WEDNESDAY, JANUARY 30.	
Japan	Arafura

OUTWARD MAILS.

For	Per	THURSDAY, JANUARY 24.
Sam Shui and Wuchow	Tai Hing 4.30 p.m.
FRIDAY, JANUARY 25.	
Swatow, Amoy and Formosa	Haiching 1 p.m.
Haiphong	Tonkin 2.30 p.m.
Swatow	Yatsing 3.30 p.m.
Shanghai, Dally and Europe via Siberia	Luchow 3.30 p.m.
SUNDAY, JANUARY 27.	
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt and Europe via Marseilles—due Marseilles, Feb. K.P.C. Registration (Jan. 25) 4.30 p.m. Letters (Jan. 26) 9 a.m. G.P.O. Registration (Jan. 26) 8.45 a.m. Letters (Jan. 26) 9.30 a.m.	Kashima Maru 26.
SATURDAY, JANUARY 26.	
Straits and Calcutta. Parcels Noon	Suisang 4.30 p.m.
Letters 1 p.m.	Anking 5 p.m.
Amoy	President Hayes 5 p.m.
Manila	
SUNDAY, JANUARY 27.	
Swatow, Amoy and Formosa	Hozan Maru 9 a.m.
Bangkok via Swatow	Kwanchow 9 a.m.
Shanghai and Europe via Siberia	General Metzinger 9 a.m.
MONDAY, JANUARY 28.	
Straits, Mombasa, Lourenco Marques and S. Africa	Bingo Maru 2.30 p.m.
Shanghai, Japan, Honolulu, U.S.A., Canada, C. & S. America and Europe via San Francisco—due San Francisco, 20th Feb. and Europe via Siberia. Parcels (Jan. 28) 5 p.m. Registration (Jan. 28) 9.45 a.m. Letters (Jan. 28) 10.30 a.m.	President Grant

*Correspondence bearing vessel's name only.

Printed and published for the Proprietors, The Newspaper Enterprise Limited, by DAVID CHRISTIAN WILSON, business manager, at 34, Wyndham Street, Hong Kong.

A NEW BRITISH MONOPLANE

FOR LONG-DISTANCE

TO FLY FROM CAPE TOWN TO NORTH OF SCOTLAND

NON-STOP FLIGHT

London, Yesterday. Experts in aviation to-day viewed at Cranwell aerodrome an aeroplane which has been designed to beat long distance feats of any aircraft yet built whether heavier or lighter than air. It is the new Fairey monoplane built for the Air Ministry.

This machine will probably be taken out to Capetown very shortly. At Capetown it will fill up with a full load of fuel and will attempt a non-stop flight to the north of Scotland. Even if the plane only reaches the south coast of England it will have easily beaten the world's long distance record, at present held by Italy with a flight from Rome to South America.

It is the first monoplane ever built by the Fairey Company and bears a strong resemblance to the Fairey 3F biplanes, high speed bombers, over 100 of which are now in use by the Royal Air Force.

The engine is a special Napier developed from the Napier-Lion as used in the Schneider trophy racing machines.

The object aimed at is to bring every part of the world within 120 hours of England.

It is anticipated that this new monoplane could, under favourable conditions, transport an important person or document to any part of the globe in three stages in five days.—British Wireless Service.

VITAL STATISTICS

RIISING BIRTHRATE IN ENGLAND

COMPARISON WITH 1927.

London, Yesterday.

In England and Wales during 1928 the birth rate was higher and the death rate lower than in the previous year, and the figures for infant mortality the lowest ever recorded.

The birth rate was 16.7 per 1,000 population which is 0.1 per 1,000 above that of 1927. The death rate was 11.7 per 1,000, 0.6 lower than the previous year, and the infant death rate was 65 per 1,000 live births.—British Wireless Service.

BRITAIN AND CHINA

QUESTIONS ASKED IN THE COMMONS

NANKING OR PEKING?

London, Yesterday.

Sir Austen Chamberlain, Secretary of State for Foreign Affairs, was asked in the House of Commons to-day about the consultations between Sir Miles Lampson, the British Minister in China, and the Nanking Government.

He replied that Sir Miles Lampson had returned to the north but there were many matters still to be settled between the two Governments.

Replying to a further question Sir A. Chamberlain said that Nanking was the official capital of the Nationalist Government but the transfer of the administration to the new seat of Government was not complete and difficulties in regard to accommodation made it impossible for the British Minister to reside there. Arrangements were being made for a member of the British Legation staff to reside at Shanghai as the Minister's personal representative and to visit Nanking as and when required so as to keep in touch with the National Government.

The Shaforce

Asked when the remaining units of the Shanghai Defence Force would be withdrawn from China, Sir A. Chamberlain said the Government had no desire to keep the troops in Shanghai a day longer than necessary but at present the conditions were not such as to admit of total withdrawal although the numbers had been steadily reduced.—British Wireless Service.

German Military Instructors. Replying to Mr. R. de la Smith (Labour), Sir Austen Chamberlain said that he had received reports of the arrival of German military instructors in various parts of China but was unable to say precisely in what capacity. The matter was not discussed by the League of Nations.

Comdr. Yu's Visit

Commander Yu Tsao-barr would arrive in London after visits to Germany and Belgium and intends to visit Portsmouth, Greenwich and the principal Air Bases, and leave for China in March. The Air Authorities in England would in every way assist him.—Reuter.

A DEPLORABLE BLUNDER

MIS-READ SIGNAL.

BOMB DROPPED ON POONA HORSE SQUADRON

14 KILLED; 15 WOUNDED

Peshawar, Yesterday. An R.A.F. practice machine mis-read the signal "Don't Bomb" as "All Clear, Carry On," and dropped a bomb which fell in the midst of a squadron of Poona Horse of whom 14 were killed and 15 wounded.—Reuter.

"DOCTOR" FINED

WRONGFUL USE OF THE TITLE

JEALOUSY ALLEGED

Singapore, Jan. 17.

The trial of Mr. R. R. Undugodage, of 2nd Division, Maradana, on charges of having used the title "Dr." and styled himself as a "Licentiate in Midwifery, Rotunda, Dublin," thereby implying that he was qualified to practise medicine and surgery according to modern scientific methods, without being registered as a medical practitioner, was taken up on Jan. 8 before Mr. S. J. C. Schockman, the Acting Police Magistrate of Colombo.

Dr. A. G. Smith, Registrar of the Ceylon Medical College, said that the accused was not a registered medical practitioner. The accused had several degrees which were not registrable under the Ordinance. The degree of Licentiate of Midwifery of the Rotunda Hospital, Dublin, was a post-graduate degree and it had been obtained by the accused under a misapprehension. Once it was obtained it could not be withdrawn.

The accused was the only non-registered medical practitioner whose name appeared in the current issue of the telephone directory under the heading "Doctors and Dentists." The letter heads on the accused's notepaper and prescription forms were apt to mislead the public if they did not read what followed.

The Public Mised

Cross-examined by Mr. R. L. Pereira, witness stated that accused was misleading the public by having his name inserted in the list of doctors.

Mr. Pereira: Are you aware that in law it is only an offence for a man to call himself a doctor if there has been a suggestion that he practises medicine according to modern scientific methods?—Yes.

It is not an offence to call yourself a doctor so long as you make it quite clear what method you practise?—Yes.

You have no evidence that he has practised under any other system?—No.

Are you aware that in Ceylon not more than five per cent. of those calling themselves doctors are entitled to it, strictly speaking?—I don't know.

Only a dozen, strictly speaking, are entitled to call themselves doctors. By courtesy they are allowed to call themselves doctors?—Yes, if it is a registrable qualification.

You have no evidence that the accused ever practised medicine under the Western system?—I cannot say personally that I have known him to do so. My point is that he is trying to mislead the public by having his name in the list of doctors.

Mr. Pereira: The public are not such fools as you imagine. Who brought this to your knowledge?—One of the members of the Medical College, about three or four months ago.

Mr. W. A. Cabral, clerk, Telephone Traffic Branch, produced letters sent by the accused, instructing them to insert his name in the list of doctors.

Accused's Evidence

The accused, giving evidence, stated that he had been a student of the Ayurvedic System of Medicine for 10 years. He had been awarded a scholarship by the Ceylon Board of Ayurvedic Studies which was a Statutory Board. The scholarship was for a period of four years at the Madras Col-

A PICTURE ALL SHOULD SEE!

A powerful and beautiful story of the home, directed by the foremost producer of the screen—

D. W. Griffith!



NOT a war picture but the everlasting conflict between man and woman!

AT THE **QUEEN'S** TO-DAY TO SATURDAY
AT 2.30, 5.10, 7.15 & 9.20.

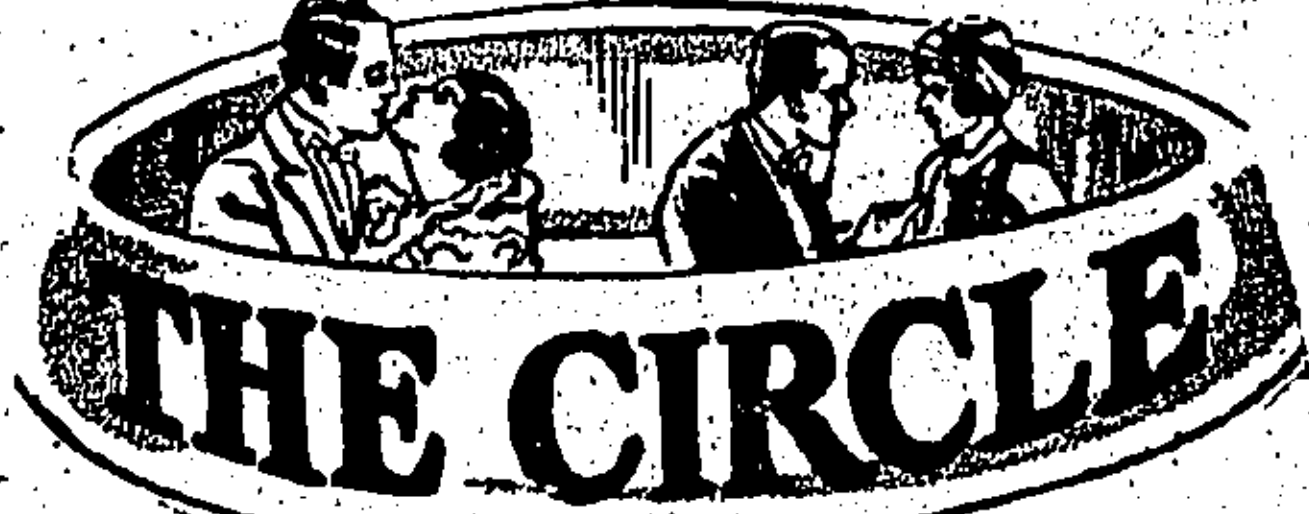
A ROYAL COMEDY TREAT!

RAYMOND GRIFFITH

IN
A REGULAR FELLOW
AT THE **WORLD** FINAL SHOWINGS TO-DAY
AT 5.15 & 9.20 Only.

2.30 & 7.15. Chinese picture "The White Pagoda" part 1.

ELEANOR BOARDMAN, Malcolm McGregor



FROM THE NOVEL BY W. SOMERSET MAUGHAM
AT THE **STAR** FINAL SHOWINGS TO-DAY
TO-NIGHT AT 9.15 P.M.
THE COYNE MUSICAL COMEDY COMPANY

MIGHTIEST OF ALL DRAMAS!

Milton Sills
Men of Steel
DORIS KENYON



TO-DAY TO SUNDAY AT 2.30, 5.20, 7.15 & 9.15 P.M.
AT THE **MAJESTIC**

40, NATHAN ROAD, KOWLOON

MURDER CASE

(Continued from Page 1.)

The first witness in the afternoon was W. J. McDermott, first assistant engineer of the ship. He deposed to being called by the fireman on watch. In the officers' cabin, he found Zetterberg sitting on the floor in a reclining condition. He was unconscious. Pedersen appeared to be dazed, whilst Bernson was in an excited condition.

After Being "Dry"

T. Marterson, the Chief Officer, said that when he went to the cabin, Zetterberg and Bernson were alone there. Zetterberg was unconscious. The witness found Pedersen in his own quarters.

K. Chapanos, a Greek fireman who was on watch, said that Bernson told him that the sailor had killed the "mess boy." Witness did not know whom Bernson meant, so he called engineer McDermott.

Capt. F. B. Muller, master of the ship, deposed that liquor came on board at Laidok after the ship had been "dry" for 2 or 3 months. Three quarters of the crew were incapable of work on Saturday morning. The day after, the master, Muller, deposed that he could not say if the alcohol was used for

the first witness in the afternoon was W. J. McDermott, first assistant engineer of the ship. He deposed to being called by the fireman on watch. In the officers' cabin, he found Zetterberg sitting on the floor in a reclining condition. He was unconscious. Pedersen appeared to be dazed, whilst Bernson was in an excited condition.

After Being "Dry"

T. Marterson, the Chief Officer, said that when he went to the cabin, Zetterberg and Bernson were alone there. Zetterberg was unconscious. The witness found Pedersen in his own quarters.

K. Chapanos, a Greek fireman who was on watch, said that Bernson told him that the sailor had killed the "mess boy." Witness did not know whom Bernson meant, so he called engineer McDermott.

Capt. F. B. Muller, master of the ship, deposed that liquor came on board at Laidok after the ship had been "dry" for 2 or 3 months. Three quarters of the crew were incapable of work on Saturday morning. The day after, the master, Muller, deposed that he could not say if the alcohol was used for